

# GRAIN DEALERS' JOURNAL

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IF PAID IN ADVANCE,  
ONE DOLLAR PER YEAR.

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RECEIVER AND SHIPPER  
ANY RAILROAD

### Grain, Hay and Feed

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Shippers of **RENSSELAER, IND..**  
**CORN** White and Mixed  
**RYE** Clipped and Natural

Grain Warehouses at Rensselaer, Parr.  
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We will buy your damp grain or dry it for you at a  
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I buy damaged grain of all kinds. Write or  
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WE SOLICIT YOUR CONSIGNMENTS**

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Invite offers for spot and future delivery of  
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Try me with your ship-  
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Consignments given personal attention.  
Long experience enables us to handle grain  
to best advantage. Orders for grain futures  
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(ESTABLISHED 1880.)  
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SOLICIT YOUR CONSIGNMENTS AND ORDERS FOR FUTURE DELIVERY  
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Established 1886  
**Mueller & Young Grain Co.**  
SPECIALTIES:  
BARLEY AND OATS  
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YOU HAVE  
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In Handling Sample Grain

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when you deal with

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 Orders for Future Delivery Solicited  
**TRY US AND YOU WILL BE WELL PLEASED**



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| Wheat  | Commission Merchant            | Flax      |
| Corn   | 6 Sherman St.                  | Hungarian |
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**Sam Finney**  
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 425 & 426 Rialto Bldg.  
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My Personal attention given consignments      Your orders for cash and futures solicited

**A TIP.**

Mr. Dealer will you take a tip from us?  
 We want to "put you next" to the fact that all the grain you ship to  
**H. D. WETMORE & CO.,**  
 Grain Commission Merchants; 512 Rialto Bldg., Chicago,  
 Will be sold at the top of the market. If you are in business to make money give us a trial.



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 Member Chicago Board of Trade. **CHICAGO**

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 YOUR GRAIN AND SEEDS AND  
 SEND YOUR ORDERS TO

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 COTTON.

YOUR INTERESTS ARE OUR INTERESTS.



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Successors to

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AND PROVISIONS**

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Futures and Consignments given  
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Established 1879

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Orders for futures carefully executed.

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Write for samples to show Chicago values.

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Orders for future delivery carefully executed. Your interests are our interests.  
Try us.

73-74 Board of Trade, Chicago.

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General Offices: The Rookery, CHICAGO.

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Consumption 100,000 Bushels Daily.

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"'What's in a name?' There is no weight in words  
Compared to what our journey here doth teach:  
We're at the North Pole FIRST, and therefore do  
WE LEAD, while others camp along the trodden  
Trail. This lesson then: HE wins SUCCESS who  
Does not fear to tread the RIGHT though RUGGED  
Way, and 'dares DO ALL that may become a Man.' "

Have you a friend or patron in-  
terested in the Grain Business?

Help him, and help his  
Business by sending  
him a Christmas Pres-  
ent that is worth while.

Send him twenty-four  
numbers of the GRAIN  
DEALERS JOURNAL be-  
ginning with the  
Christmas number for  
December 25th, 1903.

Upon receipt of One Dollar, Chicago Exchange, we  
will write him so he will receive the letter Christmas  
day, that the JOURNAL is sent to him for one year with  
your compliments. :: :: :: :: :: :: ::



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Established 1882.  
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 MILWAUKEE, WIS.  
 We buy Grain F. O. B. Station  
 Please write for bids

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 Receiver and Shipper of  
**GRAIN, FLOUR, FEED and HAY**  
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 Will make track bids on Corn,  
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 THE  
**BARLEY HOUSE**

**Robinson's**  
**Cipher Code (Revised).**  
 Bound in leather, gilt edges.....\$2.00  
 Bound in cloth..... 1.50  
 Your name in gilt letters on front cover  
 25 cents extra.  
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 Sell by sample and make prompt returns.

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**Grain Commission,**  
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 Prompt Returns Guaranteed.

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**Barley a Specialty.**  
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 New Chamber of Commerce, Minneapolis, Minn.  
 Offices: Chicago, Milwaukee and Duluth.  
 Have separate salesmen for Wheat, Coarse  
 Grains and Seed, hence can give each depart-  
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Established 1898  
**G. L. GRAHAM & CO.,**  
 Commission Merchants  
**GRAIN, HAY and SEEDS**  
 301 Chamber of Commerce ST. LOUIS, MO.

**DANIEL P. BYRNE & CO.**  
 SUCCESSORS TO  
 Redmond Cleary Com. Co.  
 Established 1855. Incorporated 1887.  
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 Receivers and Shippers of Grain  
 Future Orders Executed  
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 Shows at a glance where to look for the  
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Bishop, W. G., & Co., grain, hay.  
Botts & Co., Thos. H., grain, seeds, hay.  
England, Chas., & Co., grain, hay.  
Frame, Knight & Co., commission.  
Hammond & Snyder, receivers, exporters.  
Hax, G. A., & Co., grain, hay, seeds.  
Hopps, William, Grain & Hay Co., grain.  
Loane, J. A., & Co., grain and hay.  
Manger, J. A., & Co., grain, hay, seed.  
Steen, E., & Bro., hay, straw grain.

**BATTLE CREEK, MICH.**

McLane, Swift & Co., grain buyers.

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Ronald, Thomas, grain and mill feed.

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Alder, W. W., strictly commission.  
Anderson & Co., H. G., grain and mill feeds.  
Buffalo Cereal Company, grain.  
Burns Bros., grain commission.  
Gallagher, W. B., damaged grain.  
Heathfield & Washburn, grain and feed.  
Heinold, John G., grain and feed.  
Irwin, Dudley M., barley.  
Pratt & Co., grain commission.  
Seymour, Jr., J. A., grain commission.  
Waters, Henry D., grain commission.  
Watkins & Company, grain and feed.  
Yantis, S. W., grain and feed.

**CAIRO, ILL.**

Halliday, H. L., Milling Co., grain.

**CHICAGO.**

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Ash, I. N., & Co., grain and seeds.  
Bartlett, Prazier & Carrington, grain.  
Beckwith, W. L., & Co., grain.  
Bentley-Jones Grain Co., grain commission.  
Bennett, Thos., & Co., receivers shippers.  
Bridge & Leonard, Commission Merchant.  
Bryant & Co., grain.  
Calumet & Western Elev. Co., commission.  
Chicago Grain & Eltr. Co., commission.  
Counselman, Willis & Co., commission.  
Crichton & Co., grain commission.  
Finney, Sam, commission.  
Fraser, W. A., Co., grain commission.  
Freeman, H. H., & Co., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.  
Goemann Grain Co., grain buyers.  
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Hemmelgarn, H., & Co., commission.  
Holt, Lowell & Co., grain receivers.  
Hulburd, Warren & Co., grain commission.  
Irwin, Green & Co., grain commission.  
Johnson, W. F., & Co., grain, seeds.  
Lasier & Hooper, receivers and shippers.  
Mackenzie, J. P., cash grain.  
Merritt, W. H., & Co., grain, seeds.  
Mueller & Young Grain Co., barley, oats.  
Mumford, W. R., Co., commission.  
Randall & Co., T. D., hay commission.  
Rogers, H. W., & Bro., grain and seeds.  
Rosenbaum Bros., receivers, shippers.  
Rosenbaum, J., Grain Co., receivers, ship'rs.  
Rumsey & Company, grain commission.  
Sidwell, Geo. H., & Co., grain commission.  
Somers, A. L. & Co., grain, field seeds.  
Warner & Wilbur, grain commission.  
Wagner, E. W., receiver and shipper.  
Ware & Leland, grain, seeds.  
West, John, & Co., grain, seeds.  
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Strauss & Co., H. M., receivers grain, hay.  
Union Elevator Co., grain, hay, straw.  
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Williams, S. T., grain commission.

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Andrews & Ranson, grain, hay, etc.

**GALVESTON, TEX.**

Hanna & Leonard, grain, hay.

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**INDIANAPOLIS.**

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Riley, W. J., & Co., grain, feed, hay.

**JACKSON, MICH.**

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**JACKSONVILLE, FLA.**

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Beach-Keever Grain Co., grain receivers.  
Ernst-Davis Grain Co., commission.  
Kansas City Seed & Grain Co., seeds  
Morrison Grain Co., commission.  
Thresher & Fuller, Grain commission.

**KENTLAND, IND.**

McCray, Morrison & Co., track buyers.

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Wade, John, & Sons, grain dealers.

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Lull, Chas. R., grain, feed, hay.  
Milwaukee Elevator Co., the barley house.

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Barnum Grain Co., receivers, shippers.  
Brown, E. A., & Co., commission.  
Marfield-Griffiths Co., grain commission.  
Poehler, H., Company, grain commission.  
Spencer Grain Co., commission, barley.  
Van Dusen-Harrington Co., commission.  
Welch, E. L., & Co., grain commission.

**NASHVILLE, TENN.**

Wilkes, J. H., & Co., grain, hay.

**NEWARK, N. J.**

Champlin, F. A., & Co., grain, hay, mill fd.

**NEW YORK CITY.**

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Forbell & Tilson, grain commission.  
Morey, L. A., oats and corn.  
Reinhardt, Geo. N., & Co., hay, grain.

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Etheridge & Co., D. E., grain brokers.

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Tyng, Hall & Co., grain commission.  
Van Tassell Grain Co., receivers, shippers.

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Delp, Edmund E., & Co., grain, hay.  
Dunwoody, E., & Co., grain and seeds.  
Koch, W. J., & Co., grain, hay, mill feed.  
Rogers, E. L., & Co., grain, hay.

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Geidel & Co., grain, hay, straw.  
Geidel & Dickson, grain, hay, feed.  
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Keil & Thorne, grain, hay, feed.  
McCaffrey's, Daniel, Sons, grain, hay.  
McCague, R. S., grain, hay.  
Smith, J. W. & Co., grain, hay, feed.  
Walton, Samuel, hay, corn, oats.

**PORTLAND, ME.**

Merrill, Edward P., grain broker.

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Gordon, T. P., grain commission.

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Graham, G. L., & Co., grain, hay, seeds.  
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Prine & Potter, grain and seeds.  
Reynolds Bros., grain and seeds.  
Rundell, W. A., & Co., grain, seeds.  
The Toledo Field Seed Co., clover, timothy.  
The Toledo Salvage Co., salvage grain.  
United Grain Co., grain commission.  
Worts & Emmick, grain commission.  
Zahm, J. F., & Co., grain, seeds.

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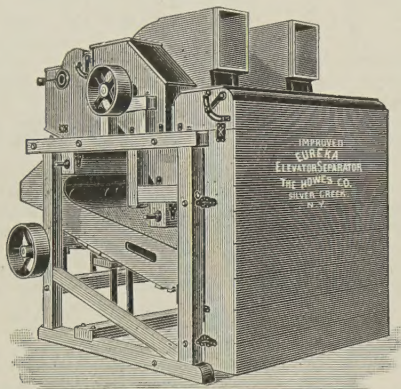




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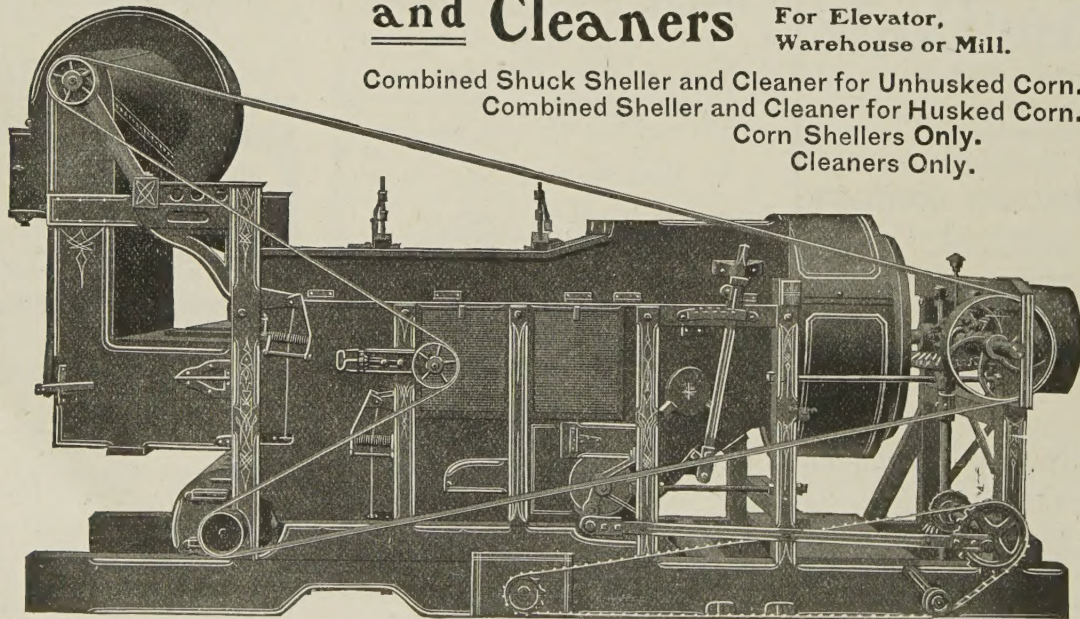
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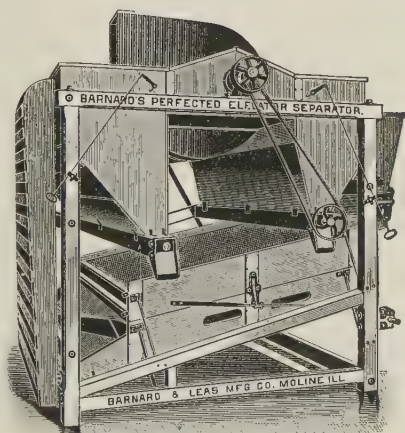
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It contains 76 pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

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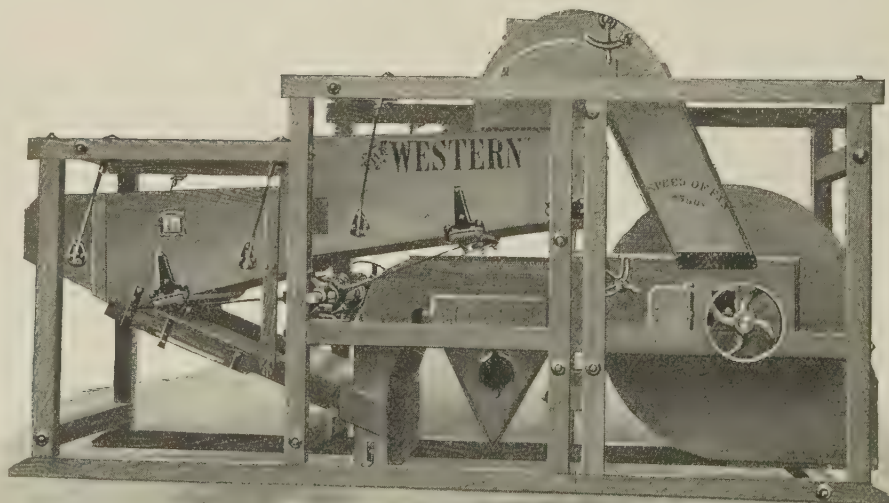
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Cleans corn, wheat or oats perfectly without changing screens. Using one on your grain will insure enough better grades to pay for it.

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Flour and Elevator Supplies  
MINNEAPOLIS, MINN.

## Grain Buyers Weight and Copy Book No. 66

Is designed for agents of line companies, to use in keeping record of each day's purchases. Sending carbon copy to home office and retaining original. It saves labor and time and prevents errors in copying.

This book is 12x12, contains 225 pages and has room to record 7,425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the other half, bringing the duplicate printing on half of the page over the printing on the under half, so that when a carbon paper is inserted between the leaves formed by folding back the page, an exact duplicate is made of the original entry.

A sheet of pressboard 6x12 inches is furnished with each book. It is placed between the pages and makes a good writing surface. Three sheets of carbon paper are furnished with each book.

The book is well bound in heavy board covers. Price, \$2.00.

**Grain Dealers Company,**  
255 La Salle Street, CHICAGO



## EASY TO HANDLE

### Willford's Light-running Three-roller Mills

Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

**Willford Manufacturing Co.,** 303 So. Third St., MINNEAPOLIS, MINN.

## A Bottle of Good Whiskey in Your Grasp

### It's OLD DETRICK in the Lead.

Direct from our REGISTERED DISTILLERY to you in all its original Purity, Strength and Richness.

### Four Full Quarts of our

## 8 YEAR OLD DETRICK'S RYE MALT Whiskey

**\$3.20** Express charges prepaid.

DETRICK'S WHISKEY is made and aged in the world famous grain product Miami Valley of Ohio. It is watched in every step of its process by the U. S. Government.



officials, who are there to watch us make and age our whiskies. Bottled direct from the barrel at the Distillery; not coming from some rectifying, blending or branch establishments. We have none of these, but ship direct from our distillery to you an absolutely pure aged, mellow, healthful whiskey.

Only \$3.20 for four full quarts of eight-year-old Detrick's pure Rye Malt Whiskey, delivered express prepaid.

Orders into states west of North and South Dakota, Nebraska, Kansas, Oklahoma and Texas must be for four (4) gallons at \$16.00 or two cases (24 quarts) at \$21.00 by freight, all charges prepaid.

**THE DETRICK DISTILLING CO.**  
TIPPECANOE CITY, OHIO  
Write for Our Big Christmas Offer.

To Our Brother Millers and Grain Dealers:  
We can highly recommend Detrick's Eight Year Old as a "sure winner" on either side—"Bull or Bear."

To sell or buy car lots of grain, address  
**THE DETRICK MILLING COMPANY,**  
Grain Department.

### A JUG FREE

With every order of four quarts or more we have a limited number of Miniature Stone Jugs, filled with our Thirteen-year-old Rye Malt Whiskey, one of which we will include FREE in each shipment. The only consideration is, it will be necessary for you to make up your order on the coupon herein attached for four quarts or more. Clip off and mail to us promptly. Order not tomorrow. Order today.



**COUPON** G. D. J.

The Detrick Distilling Company,  
Tippecanoe City, Miami County, O.

Gentlemen:—I herewith enclose

\$..... for which please send on

approval.....gallons of your

Eight Year Old Rye Malt Whiskey, express prepaid. If found satisfactory I will keep it; otherwise the money to be returned to me.

Name.....  
(Write very plainly.)

Postoffice..... County.....

State..... Express Station.....



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## TO THE TRADE:

We are still doing business at the old place. Now is a good time to submit your wants for the coming season. We have duplicates of all the plans we have built in the past four years and some of these will suit you. We have gained considerable experience and our ideas and methods are all right. You get these free of charge. Write us.

## YOUNGLOVE &amp; BOGGESS CO.,

ENGINEERS,

Mason City Iowa.

Designers and Builders of Grain Elevators.

## P. H. PELKEY

Contractor and Builder of

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BUILDS MODERN UP-TO-DATE  
ELEVATORS.

WINFIELD, KANSAS.

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## Practical Elevator Builders

and MACHINERY ERECTORS

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Telephone Monroe 1614.

W. L. W. LOCKWOOD, Winfield, Kansas.  
Engineer and Mechanical Expert. Manufacturer of Grain Elevator Machinery and Supplies, Pumps, and Special Machinery of all kinds. Engineering, Superintending and Expert work a specialty. Correspondence Solicited.

NOTE—My SPECIAL ear-corn handling machinery is unexcelled. Ear-Corn Boots, Feeders, Drags and Elevator Heads.

WE make plans for and build up-to-date elevators. We do first-class work only. If you intend to build write us about it.

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LAFAYETTE, IND.



WE have over 200 complete sets of plans and specifications in our office for elevators in wood, steel and combination materials and we would be pleased to show you any of them. Perhaps we have something that would exactly suit your requirements. If not we can design one to suit you at the lowest possible rates.

Burrell Engineering & Construction Co.  
Engineers 265 La Salle St., Chicago.  
We build elevators, too.

## Reliance Mfg. Co.

LARGEST  
ELEVATOR BUILDERS

In the State. We build up-to-date elevators cheaply and quickly. Investigate our system of handling grain before you decide on plans. We may have just what you want.

We also manufacture the

RELiance GRAIN CLEANERS  
and carry a full line of Elevator Supplies.

1521-1523 Bates St., INDIANAPOLIS, IND.

## W. S. CLEVELAND ELEVATOR BUILDING COMPANY

INCORPORATED

Capital Stock, \$100,000 MINNEAPOLIS, MINNESOTA

## General Contractors and Builders

OUR SPECIALTY:

GRAIN ELEVATORS -- Frame, Iron Clad, or Absolutely Fire Proof

## FIREPROOF STORAGE

Does away with the fire hazard and pays for itself  
by saving insurance premiums.

We build Grain Elevators of every description.

BARNETT & RECORD CO.  
MINNEAPOLIS, MINN.

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in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade.

If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

## Clark's Decimal Grain Values

show at a glance or with the simplest addition the cost of any quantity of grain at any possible market price, and reduces pounds to bushels on same page. Printed in two colors. Quantities are shown in red and values in black figures.

No. 31. Oat Values 10 to 79 cents per bushel and reducing any weight to bushels of 32 pounds. Bound in manila. Price, \$2.00.

No. 32. Corn, Rye and Flax Seed Values, 10 cents to \$1.09 per bushel, and reducing any weight to bushels of 56 pounds. Bound in manila. Price, \$2.00.

No. 33. Wheat, Clover, Peas and Potato Values, 30 cents to \$1.59 per bushel, and reducing any weight to bushels of 60 pounds. Bound in manila. Price, \$2.00.

No. 34. Barley and Buckwheat Values, 20 cents to \$1.49 per bushel, and reducing any weight to bushels of 48 pounds. Bound in manila. Price, \$2.00.

No. 35. The complete book contains the four sets of tables, printed on best linen ledger paper and bound in cloth half leather. Price \$6.00 per copy.

No. 36. The same as No. 35 but printed on 80-lb. book paper. Price \$5.00 per copy.

GRAIN DEALERS CO., 255 La Salle St., Chicago



# The GRAIN DEALERS JOURNAL.

## GRAIN ELEVATOR BUILDERS.

667

### IF YOU INTEND TO BUILD A GRAIN ELEVATOR

You will profit by examining my plans of conveniently arranged houses. I study to economize space, labor and power. Complete elevators of any capacity built under one contract.

**M. J. TRAVIS, WICHITA, KAN.**

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**DESIGNERS AND BUILDERS OF  
GRAIN ELEVATORS**

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**ELEVATOR BUILDERS**

623 THE TEMPLE

Plans and Specifications a Specialty. CHICAGO

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Successor to Honstain Bros.

Contractor and Builder of

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(3rd Edition)

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1 00.

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**Fire Proof Steel Grain Elevators**

BUFFALO, NEW YORK

Send for illustrated catalog on fire proof steel grain elevators.

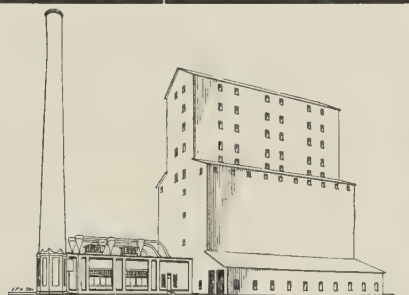
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Builders of

**GRAIN  
Elevators**

307 South  
Third Street,  
Minneapolis,  
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TELEPHONE NO. 2680 L.



**C. M. SECKNER & CO.**

Contractors of

**Grain Elevators and Factory Buildings**

Contracts taken for all kinds of heavy  
Work. Estimates furnished if desired.  
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**Grain Elevators**

any Design or Capacity  
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The grain trade's accepted medium for "Wanted" and For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

**A Perfect Grain Elevator.  
New Design, Price Moderate.**

Address L. H. HODGMAN, who is able to refer to every firm or individual for whom he has ever done a job.

213 Pollard Ave. Dwight, Ill.

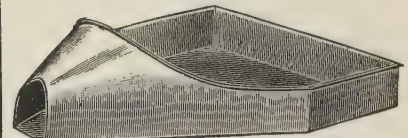
**E. LEE HEIDENREICH**

Grain Elevator  
Designer & Builder

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**Grain Sample Pan**

For Examining Samples of Grain and Seeds



Made of Aluminum. The lightest pan made, will not Rust or Tarnish, always stays bright.

Grain Size, 24x12x16 1/4 ins. .... \$1.25  
Seed Size, 19x9x11 ins. .... \$1.00

Grain Dealers Co., 255 La Salle St., Chicago, Ill.

**GRAIN TABLES  
FOR CAR LOADS**

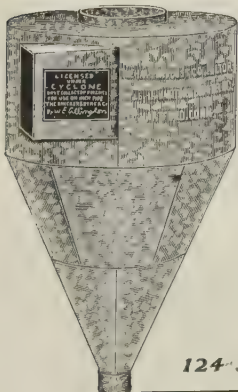
Clark's Grain Tables for Car Loads, so extensively used for reducing pounds to bushels have been extended to cover the largest car loads. The book now contains 28 pages of tables as follows:

OATS (32 lbs.) six tables, 20,000 to 86,000 lbs.  
CORN (56 lbs.) eight tables, 20,000 to 108,000 lbs.  
WHEAT (60 lbs.) eight tables, 20,000 to 108,000 lbs.  
BARLEY (48 lbs.) six tables, 20,000 to 86,000 lbs.

The number of bushels in any weight of grain, within the numbers specified above are given in bold-faced type. The tables are printed in two colors on good paper. By their use all reductions are avoided and errors are prevented.

PRICE, \$1.50. Address,

GRAIN DEALERS COMPANY,  
255 LaSalle St., Chicago, Ill.



**How about the dust**

from your Exhaust Fans?

Is it giving you trouble? If so, the

**HARTFORD PATENT  
DUST COLLECTOR**

will obviate the nuisance.

Prices Reasonable. Write for Leaflet No. 55-M.

**THE HARTFORD BLOWER CO.**

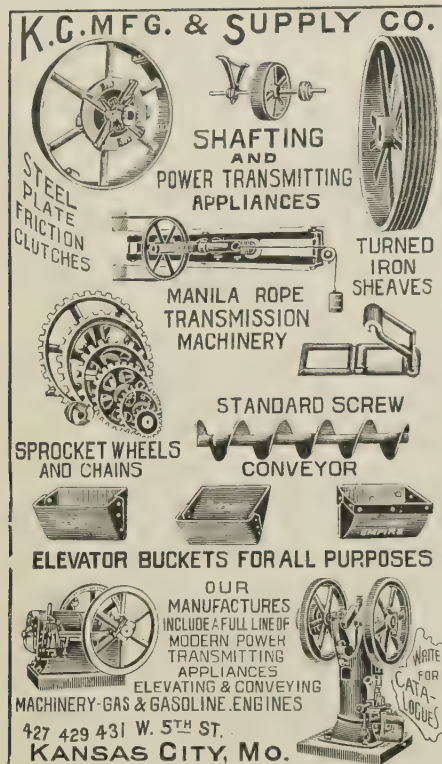
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HARTFORD, CONN.



## GRAIN ELEVATOR SUPPLIES.

**K.C. MFG. & SUPPLY CO.**



STEEL PLATE FRICTION CLUTCHES

SHAFTING AND POWER TRANSMITTING APPLIANCES

TURNED IRON SHEAVES

MANILA ROPE TRANSMISSION MACHINERY

STANDARD SCREW CONVEYOR

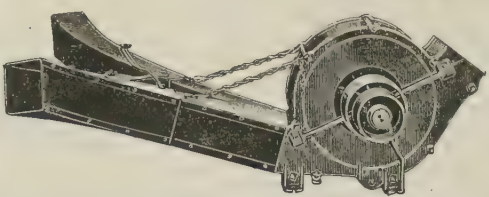
SPROCKET WHEELS AND CHAINS

ELEVATOR BUCKETS FOR ALL PURPOSES

OUR MANUFACTURES INCLUDE A FULL LINE OF MODERN POWER TRANSMITTING APPLIANCES ELEVATING & CONVEYING MACHINERY—GAS & GASOLINE ENGINES

427 429 431 W. 5TH ST. KANSAS CITY, MO.

**FROM THE HAWKEYE STATE.**



DIXON, IOWA, September 8, 1903.  
MAROA MFG. CO., Maroa, Ill.

Dear Sirs:—We have given the loader a thorough test and are very much pleased with it. It loads the grain very rapidly, saves lots of time and lots of hard and dirty work. It polishes the grain, thereby raises the grade. Especially in barley, it takes off the beards. We cannot recommend it any too highly.

Yours truly,  
JNO. DAMMANN & CO.

From the above you will see that it not only saves time, and hard and dirty work but it also makes money for you. If it raises the grade of your grain so you get a cent or two a bushel advance in price it will take only a few cars to pay for the machine. We are glad to ship this loader on trial to parties who are not familiar with them. Machines are made in five different sizes. Write for information.

**MAROA MANUFACTURING CO., Maroa, Ill.**

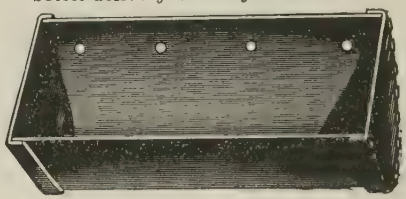
**If You Don't**  
buy your goods of us  
**We Both Lose Money**

Complete line of  
**ELEVATOR MACHINERY AND SUPPLIES**

**H.L. Thornburgh & Co.**  
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**ELEVATOR BUCKETS**

The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



MADE BY  
**Cleveland Elevator Bucket Co.,**  
Cleveland, Ohio.

# Wud U Sell Out?

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it. Ads in this column cost only 15 cents per line, yet bring quick returns.

Address,

**GRAIN DEALERS JOURNAL**  
255 LaSalle St., Chicago, Ill.

## Grain Tables for Wagon Loads

Clark's Grain Tables for Wagon Loads are used more extensively by country grain buyers than all other tables combined for finding the number of bushels in any wagon load. It contains nine tables for this purpose and four dockage tables, all printed from heavy faced type, in two colors. Each table gives reductions from 100 to 4,090 lbs., is complete on one page, and is so arranged as to provide an effectual safeguard against errors by inexperienced persons.

The tables show the following reductions: (1) OATS at 32 lbs.; (2) OATS at 33 lbs.; [A table reducing oats to bushels of 35 lbs. will be substituted for the 33 lb. table if desired.] (3) BARLEY, HUNGARIAN GRASS SEED and CORN MEAL at 48 lbs.; (4) SHELLED CORN, RYE and FLAXSEED at 56 lbs.; (5) WHEAT, CLOVER SEED, BEANS, PEAS, and POTATOES at 60 lbs.; (6) EAR CORN at 70 lbs.; (7) EAR CORN at 75 lbs.; (8) EAR CORN at 80 lbs.; (9) TIMOTHY SEED at 45 lbs.

The four dockage tables show the dockage on 60 pound Wheat at 1, 2, 3 and 5 pounds dockage. The tables are bound in strong Manila covers. Price, 50 cents. Address

**GRAIN DEALERS COMPANY,**  
255 La Salle Street. Chicago.

# Skillin & Richards Mfg. Co.

CHICAGO, ILL.

CONVEYING AND ELEVATING MACHINERY—Pulleys, Hangers and Shafting.  
FRICTION CLUTCH PULLEYS—Rope Transmission, Link Chain Sprockets, Salem Buckets.

**MILL AND ELEVATOR SUPPLIES OF ALL KINDS.**



## GRAIN ELEVATOR SUPPLIES.

### A GRAIN SPOUT

That will load cars  
without  
shoveling.

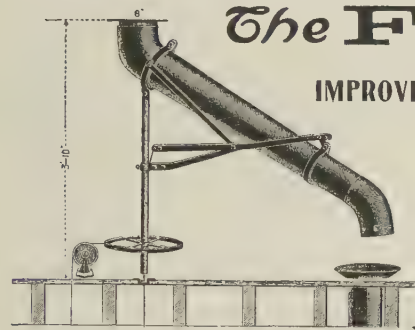
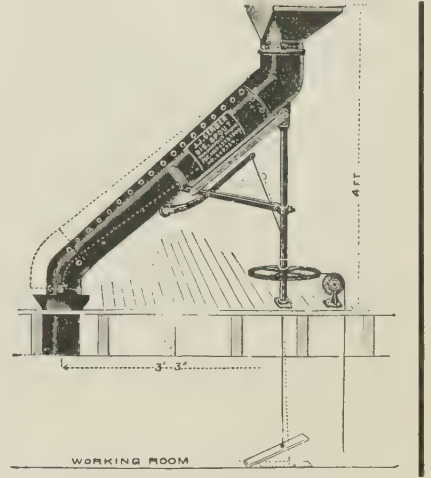
It is worth its  
weight in gold  
It will save you in  
labor all it costs in  
less than a month.

Send for Prices to

H. SANDMEYER & CO., Peoria, Ill.



"The Gerber Improved Distributing Spout is the remedy for mixing grain. Try one and be convinced that it is the best spout you can have in your elevator. Elevator spouting a specialty. Address J. J. Gerber, Minneapolis, Minn."



### The **Flour City** IMPROVED DISTRIBUTING SPOUT

Combines Strength with Simplicity,  
Ease of Operation with Certainty of  
Adjustment

Making the Flour City the best distributing spout  
on the market to-day. Write to-day to

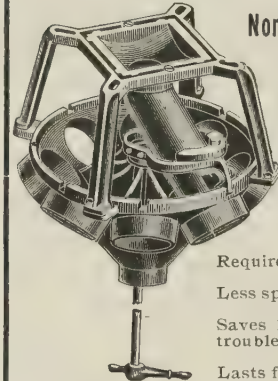
**POND & HASEY CO.**

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### Hall Signalling Distributor

Non-Mixing



Signals operator when  
"bin full" or  
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Prevents  
mixing.

Prevents  
chokes.

Requires less cupola.

Less spouting.

Saves labor and  
trouble.

Lasts forever.

**Hall Distributor Co.**

222 FIRST NATIONAL BANK

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## WHEN YOU WANT ANYTHING IN THE LINE OF Machinery, Belting or Supplies

It Will Pay You (and Us) to get our Prices.  
Good Stock, Prompt Shipments, Try Us

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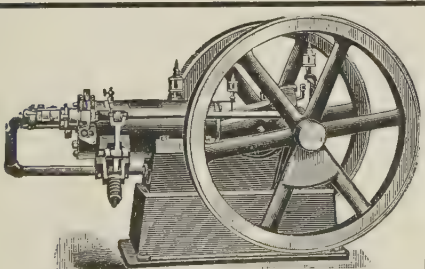
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Minneapolis, Minn.

## ELEVATOR SUPPLIES

We can equip your elevator from top to bottom. If you need a gasoline engine, a grain cleaner, scales or anything for your elevator, we have it and can ship promptly. Get our catalog now, then tell us your troubles.

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### "Built for Business"

By Mechanical Engineers  
in a Modern Shop

Sole State Agents HOWE Gasoline  
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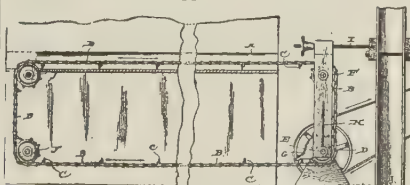
Manufacturers of Elevating, Convey-  
ing and Transmittling Machinery.

Send us your RUSH orders.

**York Foundry and Engine Works**  
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### A. H. RICHNER **GRAIN FEEDER**

Designer and builder of Grain Elevators, Elevator  
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(Patent No. 615,748)

It will pay you to get my 1903 prices before  
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## IMITATIONS ARE ALWAYS THE CHEAPEST

But the GENUINE is worth the PRICE, and our

**Pat. Ear Corn Automatic Chain Feeder** is the original, most durable,  
complete and satisfactory made

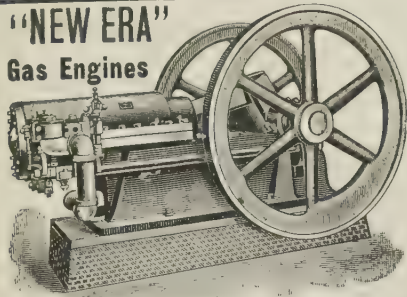
Wagon Dumps, Water-tight Boots and Grain Cleaners, our specialties.

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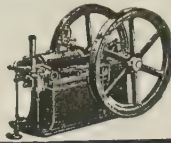
**B. S. CONSTANT CO., Bloomington, Ill.**



## POWER FOR GRAIN ELEVATORS.

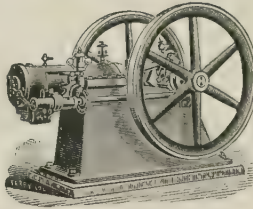
**"NEW ERA"**  
Gas Engines

For Gas or Gasoline. Sizes 5 to 40 H. P.  
**NEW ERA IRON WORKS,**  
 86 Dale Avenue, DAYTON, OHIO, U. S. A.

**BRUNNER ELEVATOR ENGINE**  
FOR GRAIN ELEVATORS

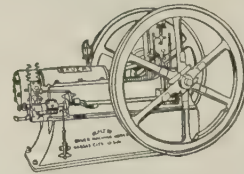
From 1 to 30 H. P.  
 Write for descriptive circular.

**CHARLES BRUNNER, Mfr**  
 PERU, ILL.

**COLUMBUS ENGINES**

Send for Catalog No. 39.

**Columbus Machine Co.**  
 COLUMBUS, O.

**BAUER GASOLINE ENGINES**

Are perfectly adapted to the needs of grain elevator men. Write for description. Other engines taken in exchange. (Send for list of rebuilt second-hand engines.)

**BAUER MACHINE WORKS CO.**  
 KANSAS CITY, MO.

**The Gas Engine Handbook** (Second Edition)

By E. W. ROBERTS, M. E.

A Pocket Manual of Useful Information for Operators of Gas and Gasoline Engines

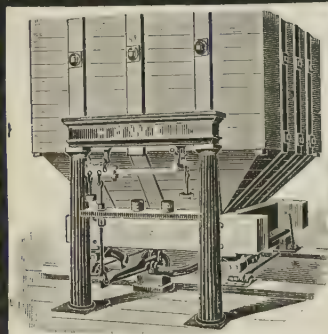
It tells how to start and stop. Care of the engine. Gas engine troubles, where to look for the cause of the trouble, and the remedies which apply. How gasoline engines differ from gas engines. How to handle a gasoline engine and special rules for its care. All about the igniters, valve mechanisms, governors and devices for starting large engines, etc.

This book is equally valuable for the designer and engineer. It covers all points thoroughly, and a draughtsman by following the rules and formulas laid down can design without difficulty a perfect engine.

The book is 3 1/4 x 5 1/4 inches, contains 240 pages of descriptive and illustrated matter and is well bound in cloth. Price \$1.50.

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**HOWE SCALES**  
THE WORLD'S BEST

Power  
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Weight

ESTIMATES FURNISHED PROMPTLY  
**BORDEN & SELLECK CO**  
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**Gas Engine Books**

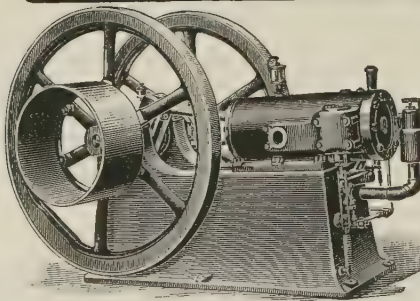
Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

**THE PRACTICAL GAS ENGINEER,**  
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**THE GAS AND GASOLINE ENGINE,**  
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**THE GAS ENGINE HANDBOOK,**  
 by E. W. Roberts, Price, \$1.50.  
 For any of the above address,

**Grain Dealers Co.,**  
 255 La Salle St. Chicago, Ill.

**THOMPSON-LEWIS GAS ENGINE**

10 years on the market. Used on 22 leading railroad systems. Doing service in 26 water works plants. Specially adapted for elevator work. Send for catalogue and prices.

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 118 BRIDGE STREET, - BELoit, WIS.

**Grain Dealers' Scale Tickets**

This scale book contains 100 pages 8x11 1/2 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net... bushels... pounds, Price, Dollars and Fees. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

Book No. 51, Price 75 Cents. Address

**GRAIN DEALERS COMPANY,** 255 LaSalle Street, Chicago, Ill.

**TONS to Dollars and Cents**

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4 1/4 x 8 3/4 inches, 110 pages.

Price \$1.00

**GRAIN DEALERS COMPANY**  
 255 LaSalle St. Chicago, Ill.



## POWER FOR GRAIN ELEVATORS.

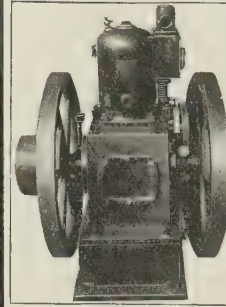
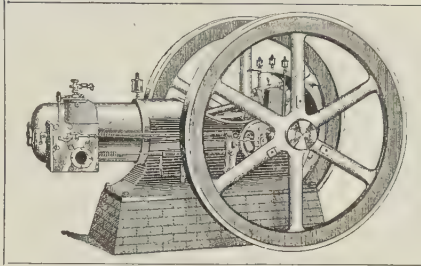
### THE MODEL GASOLINE ENGINES

Are adapted for use on either gas, gasoline or ordinary kerosene oil. They start as readily in cold weather as in warm and being simpler in construction are less apt to get out of order than any other.

Write for catalog and prices.

**MODEL GAS ENGINE CO.,**  
AUBURN, IND.

Marseilles Mfg. Co. Western Sales Agents,  
Marseilles, Ill., and Cedar Rapids, Iowa.  
Hicks Cream Separator Co., Agents for the  
Northwest, Minneapolis, Minn.



#### Investigate

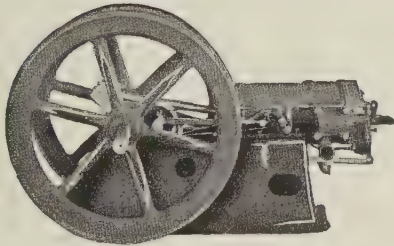
this engine before buying. It requires less space and attention than others. Makes little noise. Uses either gas or gasoline.

Write for prices.

**W. B. MURRAY,** 1253 MILWAUKEE AVE.  
CHICAGO.

#### When in the Market for a Gasoline Engine

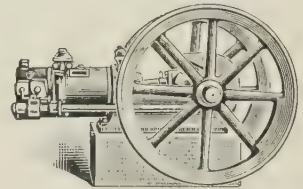
Do not fail to write for



Illustrated Catalog and Prices to the  
**Waterloo Motor Works, Waterloo, Iowa**

#### The "Penny Wise and Pound Foolish"

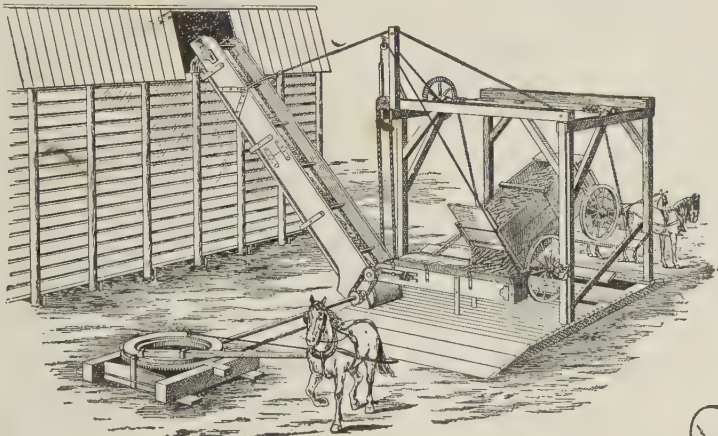
policy has an apt illustration in the man who buys a **cheap** gas or gasoline engine. Unreliable service, frequent and expensive repairs, wastefulness in fuel and short life offset many times over, the small saving in first cost. The "**OTTO**" is the original and **best**. Suppose it does cost a little more money, the extra dollars are well invested. **70,000** users throughout the civilized world support us in this claim.



**THE OTTO GAS ENGINE WORKS,**

Chicago Representative, T. W. SNOW, 360 Dearborn St.

PHILADELPHIA, PA.



For Loading into Cribs or Bins

Ear corn and small grain, into cribs and bins. Any kind of grain from bins to wagons, or from wagons to cars. For particulars write us for descriptive catalog.

**SCHROEDER BROS.,**

Patentees and Manufacturers,

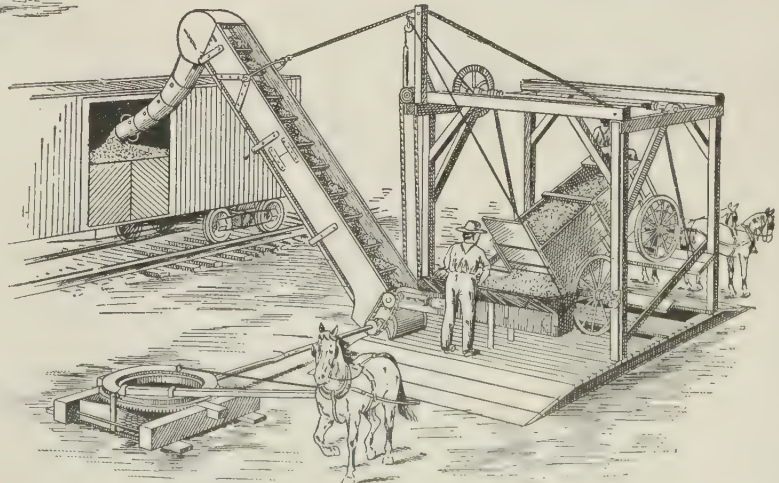
MINIER,

ILLINOIS

### Schroeder's Portable Grain Dump

Handles all kinds of grain in any Position

For Loading Cars





## GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

**ELEVATORS FOR SALE.**

C. A. BURKS, Decatur, Ill., Elevator Broker.

ELEVATOR at Morrison, Oklahoma, for sale. Address T. J. Donahue, Morrison, Okla.

ELEVATORS in Kansas for sale. Address E. J. Smiley, 37 Crawford Bldg., Topeka, Kan.

GRAIN AND COAL business for sale at an A. 1. grain point. Write C. A. Burks, Decatur, Ill.

WRITE TO AARON SMICK, Decatur, Illinois, if you want to trade your elevator for a farm.

ELEVATORS FOR SALE—All in the corn belt of Illinois. Write for particulars. T. C. Grady, Maroa, Ill.

ELEVATORS FOR SALE in all the states. List your properties for sale with me. Aaron Smick, Decatur, Ill.

GOOD ELEVATOR in central Illinois in good town and territory. A snap. Write today. Snap, Box 9, Care Grain Dealers Journal, Chicago, Ill.

OHIO ELEVATOR, 15,000-bu., for sale. Doing a profitable business. Located in a county seat in western Ohio. Address Box 287, Greenville, Ohio.

ELEVATOR FOR SALE in northern Indiana. Good territory. No competition. Crops are good. Address A1, box 8, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in good grain country; 40,000 bushels capacity. Handle coal and feed. Elevator new and in good repair. Address W. Senf, Latimer, Franklin Co., Iowa.

FOR SALE—One or both of our elevators in best corn country on earth. Write for particulars if you mean business. Failing health cause of selling. P. O. Box 835, Shenandoah, Iowa.

ELEVATOR in Indiana for sale; capacity 30,000 bushels; crib room 15,000 bushels; modern in every respect; good reason for selling. Address W. E., Box 7, care Grain Dealers Journal, Chicago, Ill.

MINNESOTA ELEVATOR for sale; 25,000-bu.; all complete, cleaner, dump and weigh-out scales; Fairbanks Gas Engine. Buffalo Elevator Co., Buffalo, Minn.

ONE OR BOTH of my elevators and coal business in good grain country for sale or trade for desirable farm land in central Ohio. Write for particulars. I. M. Latham, Hayden, Ohio.

GOOD MODERN ELEVATOR in eastern Indiana for sale; capacity 10,000 bushels; in county seat; 2 railroads; good grain and seed locality. Address Jerry, box 11, care Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE.**

GOOD ELEVATOR in good location for sale. W. R. Bell, Foster, Mo.

OKLAHOMA LUMBER, grain and coal business for sale, in Kay Co., the banner county of Oklahoma. Elegant location and a paying business. For further information, address Box 127, Winfield, Kan.

NEW ELEVATOR AND COAL BUSINESS for sale; handling 300 cars of grain and 100 cars of coal annually. Good town, good margins and good business. Write B. L., box 11, care Grain Dealers Journal, Chicago, Ill.

OHIO GRAIN ELEVATOR for sale; almost new; 40 x 52 ft.; 30,000 bushels capacity; rope transmission; steam power; in fine running condition. Owner too old to run it. Morgan Johnson, Greenville, Darke Co., Ohio.

ELEVATOR on Grand Trunk & Western Indiana Belt Railroad for sale at a bargain, or will rent. Fully equipped for cleaning, clipping and drying grain; 100,000 bushels storage. Address J. A. Bloomington, 1410 Security Bldg., Chicago, Ill.

ILLINOIS ELEVATOR for sale. A postal card will bring you a full, complete and accurate description of an up-to-date elevator, where local conditions are first-class. Located where corn is raised—Douglas Co., Ill. Address John Milt Cox, Arcola, Ill.

FOR SALE—A line of ten well located country elevators in Kansas. All or some cash, and terms to suit. Good reason for selling. Best of crop prospects. Write for particulars if you mean business. Address Eagle, Box 5, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale; capacity 30,000 bushels; new 20-h.p. gas engine, all in good order; good cement corn dump, feed grinder, corn meal mill and bolter. Flour room separate from elevator, 20x40, fire-proof building, built new this summer. Address Lock Box 68, DeGraff, O.

ELEVATOR FOR SALE at a decided bargain; 100,000 bushels capacity. Owner sick and wishes to quit business at once. Elevator located in Kansas City, now running and in first-class repair; good trackage and free switching. Apply to Secretary Board Trade, Kansas City, Mo.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modernly equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, box 9, care Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE in the corn belt of central Iowa. Only elevator in the town; having steam power, corn sheller and feed grinding burrs; capacity 20,000 bushels. Splendid opening for lumber with it. Splendid opening for somebody. Price only \$2,500.00. Address Stilwell, Crow & Co., Lebanon, Mo.

**ELEVATORS FOR SALE.**

NEW ELEVATOR for sale; neatly equipped; capacity 5,000 bushels; in good farming country; thriving town; good trade; burr and crusher run by 16-h. p. Fairbanks Engine; 5-ton Fairbanks scales. Everything first class. Good place to handle coal, etc. Address Beaver Dam Elevator Co., Beaver Dam, O.

NORTHERN INDIANA ELEVATOR for sale; 3 ear corn dumps; 1 shelled grain dump; 3 stands elevators; capacity 25,000 bushels. Handles 250,000 bushels yearly. Good repairs. Good town. Have excellent organization and good margins. Price, \$10,000.00. Address X. Y., Box 11, care Grain Dealers Journal, Chicago, Ill.

ONE NEW MODERN ELEVATOR on the Wabash R. R., in northern Indiana, for sale; eight thousand bushels capacity; two gasoline engines, one five-horse Lambert for receiving and cleaning grain, one 17-horse Lambert for grinding. Business well established and location excellent. No competition. Address M. D. P., Box 9, Care Grain Dealers Journal, Chicago, Ill.

IOWA ELEVATOR for sale; 16,000 bushels capacity; built 6 years; plenty steam power, 3 dumps, 3 legs, sheller, cleaner, carloader; everything first-class. Big territory, good business. Margins and competition O. K. Plenty of cars. Good town. Good reason for selling. Coal and side lines pay expenses. A money maker. Be quick. Price, \$4,500. L. J. Kaiser, Minburn, Ia.

ELEVATOR FOR SALE—50,000 bus. capacity, new; two stands of elevators, two dumps, feed grinder, 12-h. p. engine; good office. About one acre of land; new dwelling of ten rooms, modern. Station handles from 600,000 to 800,000 bus. per year; one competitor. Price \$18,000.00 for all or \$12,000.00 for elevator alone. Address H., Box 11, Care Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR, hay barn and dwelling for sale; all in first class condition; in good grain and hay district, with very large and good crop of corn and hay now ready for market. Capacity of elevator 25,000 bushels, with every convenience and first class machinery. Capacity of barn 200 tons; located on the B. & O. South Western at Millersville, Ill. For particulars address or call on S. J. Miller, owner. Refer to H. N. Schuyler of Pana, Ill.

**LOCATIONS FOR ELEVATORS**

FINE LOCATIONS for elevators and other industries can be found on the line of the Belt Railway of Chicago (The Inner Belt), where there is an ample car supply, competitive rates and quick switching. Easy access to all Chicago roads. For further information address B. Thomas, President, Dearborn Station, Room 13, Chicago, Ill.



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ELEVATORS WANTED.

ELEVATORS WANTED, one or two, well located. Cowen Bros., Wellington, Ill.

GOOD ELEVATOR in Ohio or Indiana wanted to rent or buy. W. A. Fitch, Medina, O.

AARON SMICK, DECATUR, ILLINOIS, has elevators for sale or trade in Illinois, Indiana and Ohio. Write him.

WRITE C. A. BURKS, Decatur, Ill., if you want to buy a good grain point in central Illinois—a good corn crop in surrounding territory.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

GOOD ELEVATOR wanted in exchange for a good 160-acre farm, partly improved, in Wilkins County, Minn. Address L. D., box 11, care Grain Dealers Journal, Chicago, Ill.

SMALL ELEVATOR wanted to rent, or buy on long time, at good grain point. No competition. Illinois, Indiana, or Ohio. Address John, Box 11, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED to rent in good territory—Ohio, Indiana, or Illinois. Give full description and rent, also capacity and amount of grain shipped yearly. R. E. Mendenhall, Woodington, O.

## SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

NEW AND SECOND HAND Railroad, Track, Hopper and Wagon Scales for sale. Give us a trial. We will save you money. Beckman Bros., Des Moines, Ia.

FOR SALE—30 sets of 42,000-pound Fairbanks-Morse Compound Beam Hopper Scales, as good as new. Can furnish framing timbers with these scales. Prices on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

## PARTNERS WANTED.

GOOD PARTNER wanted, with ten or fifteen thousand dollars capital to buy half interest in one of the best elevator and wholesale grain businesses west of the Mississippi River. For further particulars address Partner, Box 1, Care Grain Dealers Journal, Chicago, Ill.

## Secured Position.

Maurice Garrison of Atlantic, Iowa, writes: The first issue of the Grain Dealers Journal located me in a good position; and I have had several offers of good positions since from the advertisement.

## MILLS FOR SALE.

SIXTY-BARREL MILL and elevator for sale; on side track. Plenty of business. Arcadia Milling Co., Arcadia, Ind.

PLANSIFTER Mill, 50 to 60-bbl., easy terms; good farming country; side track to door. W. Wieden, Dorchester, Wis.

GRIST MILL for sale; in center of dairy district, 44 miles west of Chicago. Doing good business. Address Grist Mill, Box 10, care Grain Dealers Journal, Chicago, Ill.

STEAM ROLLER MILL for sale or exchange; 60-barrel, brick, 3-story and basement; first class machinery, first rate condition; ten-ton wagon scales, etc. Will trade for northern or western land, hardware and implements or buggy and wagon stock. H. P. S., care Scruby Bros., Chillicothe, Mo.

NIANGUA ROLLER MILL at Niangua, Mo., 207 miles west of St. Louis, on side track of St. Louis & San Francisco R. R. This is a modern, 80-barrel steam flour mill, with facilities for handling and shipping grain. A bargain for some one. For description and particulars, address Max & Beckett, Niangua, Mo.

WATER POWER MILL FOR SALE; capacity 125 bbls.; modern; ample water power owned by mill. Only mill in finest town in western New York; population 8,000; on Central Railroad and Erie Canal, within 40 miles of city of Buffalo. Failing health reason for selling. Price \$9,000, one-half cash. A great bargain. Buffalo Flour Co., 155 Elk St., Buffalo, N. Y.

ROLLER FLOURING Mill for sale. 100-barrel, with elevator capacity 25,000 bushels. Water the entire year for corn and chop; six months for flour. Situated in a prosperous town of 12,000 inhabitants on two trunk line railroads. Mill doing excellent business; running day and night; booked 30 days ahead. Full particulars upon application to Huntington Mill Co., Huntington, Ind.

FOR SALE OR RENT—One of the best flour and feed mills in New York State. Never failing water power. Mill has capacity of 40 bbls. flour and buckwheat flour; has large feed trade. Situated in the business part of a thriving village of 2,500 inhabitants. Surrounded by large dairy country. Mill in first class condition, having been refurnished with sifter bolts last January. Will rent or sell on easy terms. Address B. Chaffee, Springville, Erie Co., N. Y.

OHIO MILL FOR SALE—The undersigned will offer at public sale, in front of the Court House, Chillicothe, O., Dec. 28, 1903, at 10 a. m., the 100-barrel steam flour mill, situated in Chillicothe, O. Up-to-date machinery, ample storage for grain and flour; good town and country; three railroads; over 25 years established trade. Appraised at \$5,000. One-half cash, balance in two equal annual payments. Samuel Epstine, Assignee of William Miller, Chillicothe, Ohio.

## MISCELLANEOUS FOR SALE.

SECOND-HAND BAGS of all kinds for grain, feed, etc., for sale. Wm. Ross & Co., 133 E. Kinzie St., Chicago, Ill.

SMOKESTACK for sale cheap. Height 43 feet, 6 inches; diameter 16 inches. Up six months, almost good as new. C. F. & C. O. Barnthouse, Agosta, Ohio.

FARM FOR SALE—180 acres in Macoupin Co., Ill.; good improvements; good title; nicely located; \$60.00 per acre. Address Masters & Fuller, Piasa, Ill.

WHOLESALE GRAIN SHIPPING BUSINESS in Ohio for sale. Established 20 years. Large clientage East, South and West. Fine opening for energetic man. Other business requires time of owner. Address Wholesale, Box 10, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR OUTFIT for sale; consisting of 20-h. p. boiler (Nagle), 16-h. p. engine (Frost Mfg. Co.), No. 2 Western Corn Sheller, No. 2 Rolling Screen Cleaner (Barnard & Leas), pulleys and shafting; all in good order. Will sell cheap. Inquire of J. A. Funk, Blanchard, Ia.

FOR SALE—2,400 ft. of second-hand 5-ply, 17½-inch wide rubber belt. 2,800 elevator buckets, 6x14½, four holes, with brace in center. Can furnish boots to go with this belt. Four steel pans, 168 in. long at top, 92 in. long at bottom, 60 in. deep. Prices made on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

FOR SALE—The official list of all the millers, grain, hay and bean shippers in Michigan. Price of book without the quarterly corrections, \$1.50; price of book with quarterly corrections, \$3.00; cash with order. Address M. G. Ewer, Secretary-Treasurer Michigan Grain Dealers Association, Room 6, Kingman Block, Battle Creek, Michigan.

SNAPS—Nine 500-bu. hopper scales. How many do you want? Separators from \$35.00 to \$60.00. Scourers from \$35.00 to \$50.00. Feed rolls, \$50.00 to \$75.00. Allis Roller Mills, 9x18, \$125.00. Several 25 to 50-bbl. mill outfits; one 150-h. p. steam Corliss; one Mitchell Scroll. Make an offer on something. S. G. Neidhardt, 1028 Delaware St., S. E., Minneapolis, Minn.

## AN AD AND THE RESULTS.

HIGH GRADE Buckeye Engine for sale; in first-class condition; cylinder 10x14; 2 drive wheels 60-in. diam., 4-in. steam pipe; will develop 75 h. p. A. Colvert, Attica Ind.

Attica, Ind., Sept. 9, 1901.  
GRAIN DEALERS JOURNAL,  
Chicago, Ill.

Gentlemen: Enclosed please find check for advertising engine. Kindly discontinue ad in Grain Dealers Journal as it has already sold my engine, and oblige,

Yours very truly,  
A. COLVERT.



## GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ENGINES FOR SALE.

GASOLINE Engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

VERTICAL GAS or Gasoline Engine, 17-h. p., for sale. W. S. McKinney & Co., 204 Dearborn St., Chicago, Ill.

"GUS" Gas and Gasoline Engines. "None better made." Write for prices. Carl Anderson Co., 23 N. Clinton, Chgo.

OTTO GAS ENGINE for sale, 7½-horse power, second-hand. Hafner Furniture Co., 2620 Dearborn St., Chicago, Ill.

GASOLINE ENGINES for sale; slightly used; guaranteed good as new. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

GASOLINE ENGINE, 10-h. p., for sale; was used for grain elevator and replaced with a much larger one. J. B. Clark & Co., Mazon, Ill.

KEROSENE OIL ENGINES give better satisfaction. Send for catalog. International Power Vehicle Co., 56 W. Washington St., Chicago, Ill.

GASOLINE Engines of any make taken in trade for new engine, or will overhaul and put old engine in running order. Address Bauer Machine Works Co., Kansas City, Mo.

GASOLINE ENGINES for sale; new and second-hand; from 1 to 20-h. p.; in good running order. Globe Iron Works Co., 2419 University Ave. S. E., Minneapolis, Minn.

FAIRBANKS-MORSE GAS OR GASOLINE engine for sale; 54-h. p., complete, latest type, almost new. F. E. Pfannmueller & Co., 177-181 E. Division St., Chicago, Ill.

GASOLINE ENGINES for sale; all sizes; immediate delivery; guaranteed 5 years. At one profit—maker to user. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

GASOLINE ENGINES for sale—30-h. p. Webster; 25-h. p. Fairbanks-Morse; 14-h. p. Otto; 9-h. p. Otto; 6-h. p. Fairbanks; 22-h. p. Foos; one of each. A. H. McDonald, 36 W. Randolph St., Chicago, Ill.

GASOLINE ENGINES, all sizes from 2 to 90-horse power. Also boilers, steam engines, pumps, roofing material, pipe, radiation, etc. Ask for catalog No. 326. CHICAGO HOUSE WRECKING CO., West 35th & Iron Sts., Chicago, Ill.

FOR SALE—Two 2½-horse power vertical and two 4-horse power vertical Webster Gasoline Engines; one 8-horse power steam engine; one 15-horse power steam engine and 25-horse power boiler, complete. Address F. W. Newton, Belmond, Iowa.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson st., Chicago.

## ENGINES FOR SALE.

GASOLINE ENGINE, 4 h. p., for sale; good as new; \$115. Coey & Co., Cottage Grove and 53rd St., Chicago, Ill.

WE ARE closing out our entire gasoline engine stock at one-half the original cost. Following partial list of what we have in stock: 30-h. p. W. & M.; 15-h. p. Cornell; 10-h. p. Otto; 8-h. p. Webster; 5-h. p. Chicago; 3-h. p. Holliday. Price Machinery Company, 162 W. Lake St., Chicago, Ill.

FOR SALE—The following second-hand gas and gasoline engines: 60-h. p. Foos, 65-h. p. New Era, 35-h. p. Otto, 15-h. p. Lambert, 10-h. p. Otto, 5-h. p. Fairbanks, 6-h. p. Webster, 4-h. p. Foos, 4-h. p. Witte, 3½-h. p. Des Moines, 2½-h. p. Fairbanks. Backus Gas Engine Co., 22 S. Canal St., Chicago, Ill.

## ENGINES AND BOILERS.

FOR SALE—30-h. p. boiler and 20-h. p. engine; 12-h. p. traction engine; other sizes steam and gasoline. The Bicknell Hardware Co., Janesville, Wis.

ATLAS ENGINE, 35-h. p., for sale; with boiler and hot water heater. All in first-class shape. Enlarging plant. Kaw Grain & Elevator Co., Kansas City, Mo.

ENGINES FOR SALE—One 16 h. p. portable and one 10 h. p. Also stationary engines and boilers, elevator cups, belting, etc. The Miller Oil & Supply Co., Indianapolis, Ind.

FOR SALE—1 Horizontal Plane Slide Bay State Engine in good condition, 100-horse power, cylinder 16 by 24, price \$450.00; 1 Horizontal Erie Boiler, good as new, 72 in. by 18 in., with 70 3½-in. flues, price \$600.00; 1 Horizontal Boiler, marine type, 72 in. by 18 in., with 70 3½-in. flues, price \$450.00. Hygienic Food Co., Battle Creek, Mich.

## ENGINES WANTED

GOOD SECOND-HAND BOILER, 30-h. p., and 25-h. p. engine wanted. Earl C. Bear, Matthews, Ind.

## MACHINES WANTED.

REVOLVING SCREEN Corn Cleaner, 400 bushels capacity, wanted. Earl C. Bear, Matthews, Ind.

## MACHINES FOR SALE.

KELLEY Duplex Grinding Mill, No. 3, in good order, for sale cheap. Wm. Drew & Sons, Delisle, Ohio.

MONITOR ROLL for feed, for sale; 3-high; in good condition. Plymouth Milling Co., Le Mars, Iowa.

SCHROEDER GRAIN DUMP for sale; 8 h. p. A bargain for some one. Write quick. J. I. Everson, Kenney, Ill.

ONE NEW PROCESS SHELTER No. 1, for sale; in good repair. Cheap. Finch & Freeman, Dayton, Ind.

SHELLER AND CLEANER Combined, No. 2 Little Victor, for sale. In first class shape. John M. Hornung, Greensburg, Ind.

SPECIAL BARGAINS IN SEPARATORS AND CLIPPERS. Write for Circular No. 18, now ready. A. S. Garman & Sons, Akron, Ohio.

MARSEILLES NEW PROCESS CYLINDER SHELTER for sale, size 1. As good as new. Will sell cheap. The Oto Grain & Live Stock Co., Oto, Ia.

CORN SHELTER for sale—One "Miami Valley", built by Philip Smith of Sidney, Ohio. In good running order. Address Winfield S. Fries, Greenfield, Ind.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

KEYSTONE CORN SHELTER AND CLEANER for sale; 8 h. p., portable, in first-class condition and as good as new; has been used but five weeks and will sell at a bargain. Capacity 2,000 bushels per day. Address W. D. Horr, Portsmouth, Ohio.

## The Century Magazine

"The best in the world,"—a strong statement, but a true one. THE CENTURY has led American magazines for more than thirty years; it publishes articles that *make people think*, stories that *entertain and are literature*, pictures by the *world's greatest illustrators*. Its illustrations in color are unsurpassed. THE CENTURY is not cheap in any sense; it costs \$4.00 a year, and it is worth the price. Try THE CENTURY this year, if you are not already taking it.

THE CENTURY Co.  
UNION SQUARE, NEW YORK

## SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS' JOURNAL

OF CHICAGO.

COSTS 15 CENTS PER LINE.



## GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

### SITUATIONS WANTED.

FIRST CLASS NO. 1 MAN wishes position as manager of country elevator. Address Lock Box 323, St. Anne, Ill.

POSITION wanted with grain firm. Have solicited cash business and had charge of line of elevators. Address Experience, Box 4, Care Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as manager of country elevator and taking care of machinery; not afraid to work; speak English and German. Good references. Address J. W. D., Box 11, care Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED in an elevator or pumping station; can handle steam or gasoline engine; single; age 29 years; sober; not afraid of work. Have 16 months experience in handling grain, tile, and coal. Address Lock Box 27, Farnhamville, Iowa.

SITUATION WANTED by experienced man as manager of country elevator, mill, lumber, or coal business. Can put some money into the business. Also expert bookkeeper and would take charge of office. For particulars, address Jim, Box 11, care Grain Dealers Journal, Chicago, Ill.

### HELP WANTED.

AN EXPERIENCED GRAIN MAN wanted, to take charge of a new farmers' elevator. State age, experience, and salary wanted. Address W. H. Oxley, Secy., Strawn, Ill.

### MISCELLANEOUS.

ACCOUNT WANTED of reliable grain shipper in Peoria or Lafayette. Address R. W. Searle, 85 Chamber of Commerce, Buffalo, N. Y.

CORRESPONDENCE solicited from absolutely reliable shippers of grain, wishing to enter our territory. Reynolds & Whitlock Company, Bluefield, W. Va.

FIRMS having any business relations with Kell & Co., of Mt. Vernon, Ill., will confer a favor by addressing Lek, Box 11, care Grain Dealers Journal, Chicago, Ill.

TWENTY-ONE is the number of elevators that C. A. Burks, Decatur, Ill., has sold during the past year. Write him if you want to buy or sell. All information confidential.

WANTED—WE Want to buy 500 tons of Number One Tangled Rye Straw. Please write us at once and name us price loaded on your track, or delivered Memphis. John Wade & Sons, Memphis, Tenn.

GRAIN DEALERS OIL CO.—We have one well that is overflowing; 5,000 acres of leases and 120 acres in fee simple. The stock is worth double present price asked. The Standard Oil Co. is drilling close to us. There is a 500-bbl. well on the other side of our leases. For further information, write C. A. Burks, Merchants' Exchange, Decatur, Ill.

### GRAIN AND SEED FOR SALE.

ALFALFA SEED for sale at 13½ cents. Logan Elevator, 196 E. 2d South, Logan, Utah.

TIMOTHY SEED for sale. Write for samples and prices. Address L. L. Druley & Co., Huntington, Ia.

WE BUY and sell Timothy, Red Top, Clover and Cow Peas Seed. In fact, we are dealers in all kinds of seeds. S. F. Epler & Son, Albion, Ill.

WHITE WHEAT AND ALFALFA SEED. When needing white wheat or Utah Alfalfa seed, write or telegraph Sam Williamson, Salt Lake City, Utah.

FOR SALE—3,000 bus. choice seed. When in need of Alsike, Mammoth or Red Clover Seed, write to Ireton Bros. & Eikenbary Co., Van Wert, O., for prices and samples.

### GRAIN WANTED.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

PRICES WANTED on corn, hay, oats, flour, bran, meal, chops, feed all kinds. Best market south. Send sample. Wire; write. H. G. Smith, Birmingham, Ala.

GOOD YELLOW EAR CORN wanted—Any part of twenty-five cars. Write us for prices, terms, etc. Marietta Brokerage Co., Marietta, Ohio.

WANTED—Five to ten cars wheat screenings, one to two cars damaged wheat, three to five cars German millet, five to ten cars seed corn. Name delivered prices. Dan Joseph, Columbus, Ga.

WANTED—QUOTATIONS on Corn, Oats, Hay, and Bran. H. D. COTHRAN & CO., ROME, GA. References: R. G. Dun & Co., and First National Bank.

### HAY WANTED.

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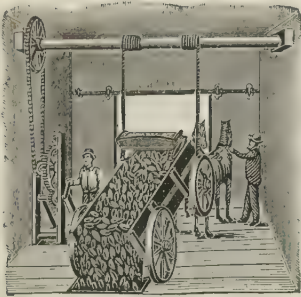
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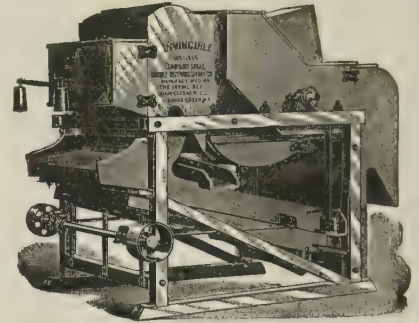
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## THE MONITOR SCHOOL

## LESSON IN MONITOR STANDING

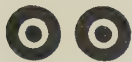
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## GRAIN DEALERS JOURNAL

Published on the  
10th and 25th of Each Month

BY THE

### GRAIN DEALERS COMPANY

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CHARLES S. CLARK, Manager.

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furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

"Wanted" and "For Sale" advertisements under the head of Grain Dealers Exchange cost 15 cents per line, each insertion.

#### Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., DECEMBER 10, 1903.

CORN SHREDDERS are reaping the usual crop of victims. Look out!

ELIMINATION of fire hazards reduces the risk of fires as well as the cost of the insurance.

THE CORN TRADE will soon need a new grade of 'alf and 'alf if the unprecedented demand for half new half old corn continues.

THIS is the season of harmony, of peace and good will. Lay in a good stock of it. Don't expect your competitor to supply all that is needed in your local market.

MILWAUKEE, "a bright spot" in Wisconsin, has captured the eighth annual meeting of the Grain Dealers National Assn., which will be held Oct. 4, 5 and 6, 1904.

SOME KANSAS stations are still decorated with large piles of wheat and oats. It is not on account of an artistic hobby of the grain dealers, but simply because they are unable to get cars and their entire storage capacity was long since filled.

THE KANSAS CITY BOARD OF TRADE has amended its rules so as to permit its members to join the Grain Dealers National Assn. It is gratifying to know that the rule was adopted without one dissenting vote. It would seem to show that when the original rule was

enacted the National Assn. was not considered.

THE ERIE CANAL, much to the delight of the trunk lines, was closed by ice this season much earlier than usual and they immediately took advantage of their opportunity to hold up the grain trade, as usual, for a few cents a hundred more.

SENATOR McCUMBER seems to think that the purpose of the present session of Congress is to enact a law providing for the federal control of grain inspection in this country. How hard some men do ride one hobby.

TESTERS are being used more extensively this year than for a number of seasons past. In fact they are absolutely necessary to the success of the grain buyer in some sections where the quality of grain varies from the lightest to the heaviest.

SHIPPERS who fail to load cars to capacity will save themselves some trouble and expense by having agent note on way-bill that car was loaded to the loading line. This should be done, especially when large cars are switched in on orders for small ones.

DRIERS are proving very profitable to elevator men in position to obtain a bountiful supply of corn containing more than the average amount of moisture. Some have already realized more than the cost of their plants, and have not suffered losses by reason of their corn heating in transit.

LEAKS occur in so many large cars when bumped into by engine or other heavily loaded cars, that they cannot be considered suitable for transporting grain in bulk, unless lined with steel. The 80,000 and 100,000 pound grain cars, which are frequently loaded ten to fifteen thousand pounds in excess of their marked capacity, are often sprung and strained even tho not handled roughly in transit.

WANTED. — Information regarding notes amounting to about \$2,000, given by us for stock in a company to erect an elevator at Keystone, Ind. Liberal reward will be paid for notes and no questions asked. We thought we wanted an elevator, but we have changed our minds. We want our notes. If we can't get our notes we would be pleased to know of the whereabouts of the smooth talker who induced us to sign them.—Farmers of the Vicinity of Montpelier, Ind.

"COLLAPSED, overloaded, all traffic delayed," is the brief story of how an Illinois railroad was recently held up by a barn builder. The railroad side of an elevator filled full with shelled corn, burst out, covered deep the tracks of the railroad and caused a suspension of traffic as well as a heavy loss and expense to the grain dealer. Once again we maintain that the best constructed house, the best arranged

house is the cheapest in the long run. The elevator builder who understands his business surely will not only save room and material, but he will reduce the fire hazard, reduce the amount of labor required to operate the plant, thru convenient arrangement. Taking all in all, the builder who knows his business will build an elevator that is worth having, one that it is a pleasure to operate and not a danger to approach.

KANSAS CITY now has four "hold tracks," granted recently by the Union Pacific for the purpose of facilitating and expediting the handling of grain sent out for inspection. The stubbornness of some of the Kansas City roads in refusing to grant inspection tracks seem particularly short-sighted, inasmuch as the carriers in other markets have found it to their own advantage as well as to the advantage of the shippers to the market to provide special tracks for grain to be inspected.

MINNESOTA'S Railroad and Warehouse Commission has preferred charges against Edwards, Wood & Co., Minneapolis, in which it is alleged that the firm sold grain received on consignment at prices higher than named in the returns made to consignors. If the charges are proved no doubt the firm will be summarily expelled from all the exchanges of which it is now a member. It will be remembered that over a year ago the same firm was expelled from the Chicago Board of Trade.

COLLECTION from carrier for shortages in shipments is not a frequent occurrence, but a Canadian shipper has recently sued a Canadian carrier for 500 bushels of wheat lost in transit and secured a judgment for \$275 and costs. So much grain is stolen from cars at junction and terminal points, so much is lost thru leaky cars, that it is passing strange that suits of this character are not of daily occurrence. If the shippers were less tolerant of carriers' carelessness or more of a fighting nature, then surely suits for shortages in shipments would be numerous.

DRIVING into the country to contract the farmers' grain is hardly a fair method of competing with the dealers at your own or nearby stations. The place to conduct a grain business is in the office, not at the home of farmers or on the street. Post your prices on a blackboard and stand by them, convince sellers that you pay all you can afford always, and never forget that when you spring prices above your blackboard bids you convince the seller that it is your practice to take enuf margin ordinarily to enable you to spring prices when you wish.

SCOOPERS have been attaining much more notoriety than usual recently thru the courts. In Wisconsin one has sued



the grain commission man, who seems to have been supplying the funds for carrying on the business, and in Ohio a firm of fire-eaters, who have been traveling up and down the road, fighting and overbidding every one along the line, has sued the railroad company for \$10,000 damages. This, too, without their having anything invested in the business, no facilities whatever for handling grain; yet they have the nerve to insist that the railroad company shall supply them with cars to be used for warehouse purposes. It is not to be expected that they will lose much, because to lose one must first possess. However, they are buying some experience and it is to be hoped that they will get a full measure.

INSPECTING scales in country elevators and placing them in working order might prove of some value if the elevators were built on foundations so heavy as to remove the possibility of settling. A new elevator, which is about to be completed in Indiana, has not only a very heavy foundation, but the scale is placed on the ground floor and is supported by an independent concrete foundation provided especially for it. Inspecting and adjusting frequently will probably result in the purchase and use of better scales than some elevator men have been wont to install in their houses. All of the contraptions sold as scales might be so classed by the average scale-repair man, but many of them are not capable of weighing correctly to days in succession. Frequent practical inspections might not result in important improvement in the weighing facilities at country points, but surely they would call attention to inherent weaknesses and defects in the weighing facilities which the interested grain man would make haste to remedy. The last few years have witnessed considerable improvement in the equipment of the elevator, and no doubt as the business grows older even better facilities will be provided.

IT IS TOO BAD. We know that it will strike despair to the heart of every man who has money invested in a grain elevator, but then we feel it our duty to tell the truth. The "farmers" held a meeting in Chicago this week by proxy, and the proxies decided that the middle man must go. His "\$50,000,000 a year profits must be diverted to their pockets," hence they have launched a national farmers' organization which will within three months begin to regulate the marketing of the farmers' grain and control its distribution throughout the year only as the demand arises for it. The farmers met in Chicago because they could do so without traveling. According to the theories of these wiseacres, it is intended that the farmer who has anything shall avoid the grain dealers at the country stations with whom he is acquainted, ship his

grain to central markets to strange fakirs and only as the managers of the association decide, hence prices will never be depressed by an unreasonable rush of grain to market. Is it a wonder that the man who conceived of this most beautiful scheme does not burst from lack of opportunity to tell it personally to every farmer of the land.

#### CAUGHT NAPPING.

A scoop shovel grain shipper at Marion, Ind., operating under the firm name of Snodgrass & Co., recently caught a receiver to the extent of \$64 by an overdraft and caught farmers who were anxious to get the top of the market. Like every level-headed scooper, who is ahead and wants to stay so, this concern refuses to honor drafts, for the amount of its overdraft or to reply to any letters. The concern has the money and is satisfied, so lets other people do the hollering. We doubt that it will succeed in buying any more grain from the farmers in that neighborhood.

Secretary Sampson of the Indiana Association draws from this experience a moral for grain growers which all can follow with profit. It is "Never sell to a scooper, or fly-by-night. You can't hold him responsible."

The regular grain dealer has money invested in facilities for storing, cleaning and handling grain, generally has a home and a family, is an established citizen of the town and is there to make a living. He could not afford to drive business away by taking exorbitant profits or by refusing to pay for the grain delivered to his house. He is the man who keeps an open market for the farmer the year round, the man who merits their confidence and hearty support.

#### ENUF ELEVATOR CAPACITY MUST SUFFICE.

In our Kansas letter this number will be found a statement which will be read with interest and pleasure by all who have money invested in grain-elevator property. The Santa Fe R. R. has taken the stand that it will not grant additional sites for grain elevators at any station having sufficient elevator capacity to handle the grain business of that station.

That is reasonable and right. In the interests of the producer and the consumer this position of the railroad company should be supported at every turn. The average Kansas station may handle 200,000 to 250,000 bushels annually. Such an amount can readily be handled by one good-sized elevator, but no doubt, out of deference to public opinion, the railroad company would, for such a volume of business, grant sites for two elevators. Two elevators could handle this amount of business on a reasonable margin of profit and make a living.

If, however, the number is increased to three, four, or five elevators, without a proportionate increase in the volume of business, then it stands to reason that the volume of business handled by each elevator will be materially reduced, and in order to pay expenses and get a living, the operators of all the elevators must levy upon the grain passing thru each house a larger margin than will be necessary when but two houses are in operation. This is an unnecessary tax upon the producer and the consumer. It reduces the purchasing power of the producer, and thereby reduces the amount of the carriers' in-freight to that station.

The order of the day is for larger and better equipped grain elevators. In fact, some railroad companies have refused to grant sites to any who would not build an elevator of 50,000 bushels and upwards capacity.

#### LOOK OUT FOR TRICKSTERS.

Remarkable as it may seem, the tricksters who are disposed to take advantage of shippers at every point, do not experience much difficulty in finding easy prey. In this number is told of a Detroit broker who has been catching suckers in Michigan. A West Virginia buyer has also been working in that state as well as in Indiana, and successfully. The old story about sending the shipper the unpaid freight bill for his shipment as the only returns has recently been eclipsed in several cases where those who bought sent nothing, not even a postal card.

One concern, which has already found a large number of victims, has made a practice of buying hay or corn. It does not quibble about the price at any time, then when the grain arrives it is found to be not up to grade or out of condition. The buyer will not honor drafts and requests shipper to release bill of lading to the buyer, that shipment may be disposed of for shipper's account.

The scheme has worked beautifully in a number of cases and the poor shippers are still waiting for their returns. Others have forwarded shipments to other points, notwithstanding the expense would more than absorb their profits. It would seem possible and right, in this day and age, that tricksters who seek to defraud any one of their property by such practices should quickly be exposed to members of the trade being worked.

Another concern which is likely to come to grief shortly has been docking the weight of shipments unreasonably as well as docking on account of "off-grade." The fact that several complaints have already reached us regarding this concern would seem to indicate that their methods are not what they should be. Of course, they cannot long continue to make unjust demands in the matter of grade and weight without falling into disrepute.



## DISTRIBUTION OF CARS.

Farmer agitation and the superabundance of legislation has brought about a condition in the grain trade of Manitoba which is desperate. The Manitoba grain act, which went into effect last summer, requires, among other things, designed to protect the small grower and to promote the financial welfare of the farmers, that cars shall be granted to all applicants in the order of their application, one car to each.

At the beginning of the season the elevator men put in applications for cars and started to buy grain as usual, but they soon found their elevators filling up, thru their inability to get cars, altho others were able to secure them. The approach of the close of navigation and the declining market forced the elevator men at some stations to refuse to buy grain except that it be loaded in cars at their station, this being the only way in which they were certain of making shipments before next summer.

No doubt many farmers applied for cars, without expecting to take them, the prime purpose being to embarrass and discommode the grain-elevator operator. In many cases the elevator man has virtually been forced out of business and the farmer, who does not desire to bother with shipping his own grain, is forced to suffer far more than any prior to the enactment of the present unreasonable grain act. The law, instead of facilitating and expediting the movement of grain out of the country, has served to delay cars at initial point an unreasonable time and to retard the movement of the crop. Heretofore, when a large percentage of the grain was handled thru the elevators, cars were loaded promptly, and, as a rule, moved out the same day they were received at the station. The enforcement of the new act has brought about confusion and a multiplicity of burdens, hence it seems possible that it will soon be changed to meet the requirements of the grain trade.

## ONE STEP TOWARD RELIEF.

Shippers whose rights and interests have long been ignored by rail carriers will be pleased to know that Congressman Cooper of Wisconsin has introduced a bill designed to give force to the work of the interstate commerce commission by empowering it to fix rates, at least temporarily or until overruled by the courts.

This is but one more step forward. The time must come when the carriers will be compelled by statute and interstate commerce regulations and rules to respect the rights and interests of shippers and would-be shippers. It may take time and much hard work to attain the desired end, but reform must come. The more shippers are forced to suffer on account of action or inaction on the part of carriers, the sooner

may the change be expected. It is necessary to crowd many shippers to the earth before they will take the time to fight for their rights.

Grain dealers of the southwest are now being forced to suffer losses from much the same cause that those of the middle states suffered last winter and spring. Congestion and scarcity of cars confronts them on every hand, as many of them are virtually forced to suspend business. Shippers of Ohio who suffered heavy losses by reason of delay of their corn on the part of carrier, in transit, last winter, have succeeded in collecting many claims, but Indiana dealers seem unable to get what is rightly due them. The following, taken from a letter written by a general freight agent, is but a fair example of the great consideration given to shippers' claims:

"In reply to yours of the 25th inst., which has reference to your claim filed in May, 1903, for \$437.09, on account of loss caused by delay to car C. & S. E. 301, corn shipped from Lebanon, Ind., January 27th, 1903, to Baltimore.

"The load of corn in question was moved from Lebanon, Ind., to Anderson, Ind., promptly, as it arrived at Anderson on January 28th, 1903, and was offered to the C. C. C. & St. L. Ry. at Anderson, Ind., on same date, but they did not accept the car until March 30th, 1903, account of there being an embargo on corn for Baltimore via Empire line, said embargo having been caused by a large accumulation of corn at Baltimore.

"The lines east of us say they are in no way responsible for the delay and have declined to entertain the claim. We must also decline to entertain claim, as there was no delay with us."

Baltimore was receiving corn every day last season and could have handled many thousand cars more than it received. The railroads did not have motive power sufficient to move the business offered them and did not hesitate to side-track corn at any point and leave it to spoil.

Unloading wheat from boats at the large mills in China is done without machinery. The wheat is shoveled into a basket by the man in the hold, who tosses the full basket up to a man on the deck, who catches it and passes it to another coolie, who carries it into the warehouse.

James W. Cryder, grain dealer, draws a salary of 50 cents a month from the Clover Leaf Railroad for attending to the switch light at Bowman, Ill. As an employee he has the valued privilege of riding a velocipede over the track between his elevator at Bowman and his office at Brocton.

Rice elevators will be erected in the southwest as soon as the growers have their large areas so well in hand that they have time to give to the marketing of the crop. The rice millers and warehousemen are too well satisfied with present profits and are willing to let well enuf alone, as were the planters before northerners revolutionized the industry. The argument that the 50 grades of rough rice prevent the storage in bulk is offset by the fact that the grades of clean rice are comparatively few.

## Observations.

By Traveler.

Receivers who advance on grain' consigned to them not infrequently find themselves obliged to write shippers somewhat as follows:

"We have today paid your draft of Dec. 7th, No. 37, for \$400, and, as it was drawn 'with exchange,' we had to pay 30c to the bank through which it was presented. We accordingly charge this in your account. If you will strike out the words 'with exchange,' or use forms which do not contain that term, there will be no charge made."

This is an important fact for dealers to bear in mind, but some of them get caught time after time by failing to note that the forms furnished to them by the local bank include the words above mentioned. In the aggregate these unnecessary items net a nice yearly revenue to the bankers of the country.

\* \* \* \* \*

A well-known banker, who does a large Western business, states that drafts occasionally come to him from interior points which are written in indelible pencil, and his clerks have noticed that many of these are accompanied by B's-L for shipments of grain or live stock. This practice, he says, is very careless, for an indelible pencil mark previous to the application of moisture can easily be erased, and there would be no difficulty in raising the amounts. Should this be done the drawer might find it impossible to avoid standing the loss, at least temporarily, although the final determination of the matter would, of course, be governed by circumstances, including contributory negligence on the part of those through whose hands the draft had passed. It is best to use ink in all cases when writing important papers or making entries that may be a matter of record.

\* \* \* \* \*

If you do not receive accounts of sale for your grain within a reasonable time, it is a good plan to write calling attention to the matter; for, no matter how much receivers may protest that they make returns "just as soon as cars can be unloaded and the weights and freight bills obtained," it is nevertheless a fact that they put forth an extra effort when shippers inquire what is causing the delay.

It is always possible, also, that returns have been forwarded to you promptly and have gone astray in the mails. Shippers often receive duplicates of papers asked for, with the information that the originals were sent to them some time previously. What became of them no one can tell, but there is something "rotten" somewhere. The writer was once instrumental in securing the conviction of a number of railway postal clerks on serious charges, but obtaining evidence was hard work, and it is probable that much wrongdoing goes undetected. At any rate, those who send out a good deal of mail know that a large percentage of it unaccountably disappears and never turns up again.

Barley-mixed oats were offered to horses on the Chicago curb by brokers, to settle a dispute on the merits of the mixtures. It is said the animals in every case preferred the barley-mixed to the straight low grade oats.



## Letters From Dealers

### EXPENSIVE EXPERIENCE WITH A WEST VIRGINIA BUYER.

Grain Dealers Journal: The St. Mary's Feed & Fuel Co. have adopted methods that are unbusinesslike. Early in the year we sold them some hay which was refused upon its arrival with the request that we turn draft and bill of lading over to them, which we refused to do, and were compelled to order car forward to another point, at a considerable loss.

We find that they have adopted this method to secure possession of cars, as we have heard of two other instances in which hay amounting to ten car loads was shipped to them and refused.

One lot of five cars shipped as No. 2 timothy was forwarded to Scranton, Pa., where our salesman saw the hay and reported it to be a very good quality of No. 2 timothy hay, and one that would pass in any market. This lot did not belong to us, but we understand that the party making the shipment suffered considerable loss on account of their refusal.—C. W. H.

### HOW TO GET CARS.

Grain Dealers Journal: On the train a few days ago I met a well-known grain dealer of Northern Iowa, who remarked in the course of conversation that he had just sold a round lot of barley at a very good margin of profit. "But," he added, "I might have secured  $1\frac{1}{2}\%$  more in — if our road would allow its cars to go there. They won't do so, however, and I didn't feel like taking the chances of obtaining foreign cars, as I might not be able to get the stuff off in time to fill the sale within the specified period."

Now here is an illustration of a real difficulty by which I presume many of the Journal's readers have been confronted at different times; yet there is a very easy way out of it—one which I have used myself in a good many instances.

When you have a certain quantity of grain which you wish to place in a market not reached by your road and cars are refused, just write to the general freight agent of one of the lines entering that city, or to its nearest division superintendent, somewhat as follows: "I have 5,000 bu. of barley which I am about to ship to —, and I would like to insure prompt delivery by routing it over your road. Please advise me by return mail (or by wire at my expense) whether you can arrange to get cars to me."

Whenever I have had occasion to adopt this course the cars have been furnished to me, even during periods of shortage, for every road has an eye to future business and will make strenuous efforts to accommodate a good shipper, no matter where he is located.

If you feel that you are not obtaining your fair share of cars for shipping grain to markets located on your own road, take the matter up with the division supt., stating how many have recently been ordered, and when; also how much grain you have ready to load; or, in either this case or the one above cited, you can have the matter attended to by one of the houses with which you are do-

ing business in terminal markets. Possibly the latter is your better course, for such houses from long experience know just what officers to apply to to get the best results. Sometimes officials in subordinate positions are the ones who show most zeal in looking after shippers' interests, and up-to-date grain firms soon ascertain this fact.

The substance of the above is: When you want something, ask for it; and ask in the proper place.—Wee McGregor.

### THE TERMINAL BUYER'S VIEW.

Grain Dealers Journal: Answering letter signed "X" in the Grain Dealers' Journal of November 10th, page 574, relative to weighing on team tracks, will say that I do not believe Mr. X. really understands the situation, or he would not express such views.

I am a buyer of grain and hay and do a large percentage of my business on the team tracks, and were I compelled to accept railroad track scale weights in settlement I would surely be put out of business, or would have to charge more for my wares.

In the first place, cars of hay are often rejected after the sale on account of inferior hay being found, even after one or more loads have been hauled. In this case, were railroad track scale weights the basis for settlement, it would be impossible to determine how much was in the car. Then, again, the inspectors generally break a bale or two in order to secure samples and the buyer would be compelled to pay for this loose hay at the regular price of baled hay.

Moreover, it is often that grain is bought to be sold to peddlers at the cars, who buy from 10 bags to a full wagon-load. This would prevent the use of track scale weights.

As to potatoes, while it is true there is some wastage at the cars, still each car has such a great amount of bad and decayed potatoes that were track scale weights the basis of settlement I cannot see but that the buyer would have to pay for this decayed matter. It is evident Mr. X. sees this matter only from the shipper's standpoint. — Very sincerely, Buyer.

### PROPORTIONAL RATES PUBLISHED, BUT TARIFFS NOT DISTRIBUTED.

Grain Dealers Journal: Although proportional through billing rates to the East are openly in force from only a limited territory mainly comprised within the boundaries of Iowa and Nebraska, it has been discovered that similar tariffs quoting rates from other sections—notably in Wisconsin—have been published, but not generally distributed. This arrangement has enabled a few favored elevator interests to buy on a much more profitable margin than the independent dealers, and the latter are now demanding by what right the tariffs were withheld from them. Letters received by a number of buyers in what is known as the "Appleton district" of Wisconsin indicate, also, that a prominent commission house has taken up the matter in behalf of its customers.

There are many stations where the smaller buyers have suspected for some time past that their line competitors were working on "through" billing rates; and it would be well for such to write to the general freight agent of the railroad over which they are shipping asking whether

proportional tariffs are in effect. If they are, a denial would lay him liable to a heavy fine under the provisions of the Elkins law, and no official would dare to refuse such information. In fact, the Interstate Commerce Act plainly provides that all tariffs shall be kept on file at the different stations where they can readily be referred to by the public, and if the statute is not observed it is the duty of any one interested to lay the facts before the district attorney.

Should you feel indisposed to take action yourself, write to the secretary of your association, if you have one in the state. Such matters come directly within his province and he will be glad to take them up for shippers, when requested to do so.—Fred Smith, Winona, Minn.

### ABOLITION OF DISCRIMINATIVE TERMINAL CHARGES.

Grain Dealers Journal: We were very much interested to observe in the last issue of your valuable journal an article referring to the case brought by the independent coal dealers of this city before the Interstate Commerce Commission to secure the abolition of unreasonable and discriminative terminal charges, and it gives us pleasure to note that a favorable decision is likely to encourage grain men to take similar action.

Permit us to take this opportunity of urging upon grain dealers and other business men who read your journal the importance of co-operating in the present movement to secure amendments to the Interstate Commerce Law which will enable the decisions of the commission, when made, to be put into immediate effect.

We should be glad to know whether suits brought before the commission in any other section of the country by private individuals, firms, or companies have been or will be prosecuted with the aid of the state authorities. A reply from any one made through your columns will be appreciated. Yours truly, Van Auken-Smith Coal Co., per H. A. Van Auken, president, Milwaukee, Wis.

### NEBRASKA RATES MISQUOTED.

Grain Dealers Journal: Some misunderstanding appears to exist regarding the matter of rates to Minneapolis from stations on the Union Pacific R. R., owing to the different routings authorized by the grain tariffs of that company, which, with their numerous amendments, constitute a veritable Chinese puzzle. Shipments originating in a certain territory north and west of this place, which is the station mainly used in defining its boundaries, move under the St. Louis rate, but cars billed from another section, which lies mostly to the south, take the Chicago rate. Some agents appear to have quoted the wrong rate, and the confusion has also extended to the freight offices of other lines. As a result many shippers have either been disappointed in not having the lower rate applied or have received due bills covering alleged undercharges. The matter has also been complicated by the action of the Great Western road in sending out letters to Nebraska shippers soliciting business beyond Omaha under the 9c proportional rate. It is well for shippers to have a thorough understanding with the railroad agents as to what rate will be charged to Minneapolis, and a written statement regarding it may be useful in case of any dispute later.—Wayland, Columbus, Neb.



## CLAIMS AGAINST RAILROADS.

Grain Dealers Journal: I have read with no little profit an article on railroad claims, by L. C. Breed of St. Louis, which appeared in the last issue of the Journal, and the suggestions which he makes deserve to be carefully borne in mind by those who file claims of any description.

Northwestern roads, however, do not require Bills of Lading to be attached to claims; indeed, it would be very difficult to secure them for this purpose in many cases, as they have to be surrendered when the property is sold.

It is also possible to use a duplicate freight bill, by attaching to it a guarantee that the original will not be employed in support of another claim. This is an important concession to shippers on the part of the carriers, for every grain dealer knows what a way expense bills have of getting lost. Many of them go astray in the mails; others are mislaid, and there are countless other methods taken by these elusive papers in which to disappear. Such a guarantee as that above mentioned will not be taken except from those whom the railroad companies know to be thoroughly responsible.

Certificates of weight are not essential, but it is desirable to attach them; and when a shortage is claimed an affidavit of the quantity of grain loaded must accompany the other papers.—M. R. A.

## J. Parker Gale, Deceased.

J. Parker Gale, a prominent member of the Chamber of Commerce and junior partner in the firm of Gale Bros., Cincinnati, died very suddenly at his home near that city November 29, aged 49 years.

Mr. Gale was seriously ill some months ago, but had been apparently in perfect health during the past few months, and his sudden taking away was a shock to all who knew him. He had returned from a social gathering late in the evening of November 28 in his general good health, but was awakened early in the morning by a fit of coughing and expired in a short time, death being caused by cardiac paralysis.

Gale Bros. have been prominent among the grain and flour concerns of Cincinnati since 1876, when they succeeded Newhall, Gale & Co., the late Mr. Gale having purchased the interest of Mr. Newhall.

The Corn Products Co. has laid off 125 hands at Oswego, N. Y., on account of the poor demand for starch.

## Asked— Answered

### WHERE WAS SUIT OF ELEVATOR AGAINST RAILROAD HEARD?

Grain Dealers Journal: Can any reader of the Journal inform us when and in what court the suit of the McCaull-Webster Grain Co. against the Northwestern or the Chicago, Milwaukee & St. Paul roads was heard, involving the refusal of the railroad company to transfer cars of grain to the Omaha & St. Louis R. R. at Council Bluffs? We believe this suit was decided in 1901 in Iowa or Nebraska. Any information bearing on this suit will be appreciated.—A. B. M.

### BEST WAY TO RID ELEVATOR OF WEEVIL.

Grain Dealers Journal: In reply to S., in the last number of the Grain Dealers Journal, I would state that the best way to rid an elevator of weevil is to use bisulfid of carbon.

Bisulfid of carbon is sold by wholesale druggists, and the cheaper grades are good enough to kill weevil. Make the bins as nearly air-tight as possible, to hold the vapor of the bisulfid, which evaporates rapidly when poured on top of the grain. The vapor from the liquid is heavy, and sinks down thru the grain and kills the weevil. The grain is not damaged.

No light or fire can be permitted about the elevator while the bisulfid vapor remains, as it is very inflammable. As the vapor is suffocating no one should enter until the building has been thoroughly aired. For each ton of grain use 1½ pounds of bisulfid.—J. M.

### IS CARRIER LIABLE FOR ADVANCE CHARGES TO COVER VALUE?

Grain Dealers Journal: We bought a car of hay on the following terms: The shipper claimed to have an 11-ton car of No. 1 hay. He asked us to allow him to draw draft for \$55.00 against this shipment. At the time of this transaction a \$55.00 draft against an 11-ton car of No. 1 hay would leave ample margin to cover any after differences. The car was billed flat. No draft showing up, we

concluded that the shipper would not make draft.

As we were on the credit list with the railroad, the freight bill covering this car was not presented until after we had sold the car and it was unloaded. The car weighed out a little less than 9 tons, being a very small car. When the freight bill was presented, we sent a blank check by our office boy to the railroad company to cover the freight on this car. They made out the check for the charges, and when we received the paid freight bill we noted that there was an advance charge on it of \$55.00. It seems that the agent at the shipping point advanced this amount of money to the shipper, and put it on the freight bill. This caused a loss to us of some \$18.00, for which we made a claim to the railroad company, on the grounds that they had no right to put any advance charge on a freight bill to cover the value of the contents of the car. On the other hand, if the shipper had made a sight draft against us, we could have held the draft until the arrival of the car, and as it turned out, we would have refused to pay the draft for the sized car that we received, being the smallest box car that this railroad company carries, knowing that it could not contain 11 tons. We have been unable to collect this amount from the railroad company or the shipper. Kindly let us know if we have any recourse. Yours very truly, R. W. Cassell & Co.

### WHO ARE THEY?

Grain Dealers Journal: Can any reader tell me who constitute the St. Mary's Feed & Fuel Co., or O. H. Such & Co., of St. Mary's, W. Va.? Is J. H. Bowen identified with either firm? Any information will be thankfully received.—F. R. S.

### IS CARRIER LIABLE FOR DISCRIMINATION?

Grain Dealers Journal: A railroad entering Minneapolis, for a year past has a greater rate of freight from two stations in Minnesota near the Iowa line, than they did from stations 20 or 25 miles over the line in Iowa.

This seems to us to be in contradiction of the rules of the Interstate Commerce Commission, prohibiting the railroad charging a greater rate for a lesser distance. On Oct. 1st of the present year they issued a tariff to go into effect Nov. 20th, making the rate on the two stations in Minnesota equal to that of the Iowa stations. We have reliable information to the effect that a certain firm here has been receiving a rebate of 2c per hundred since Oct. 1st, which was the difference in freight between the Iowa and Minnesota points. We have paid this 2c higher rate from the Minnesota points, on a great many cars of hay, and would like to know the best mode of procedure to collect this from the railroad, and also if they are not making themselves liable by discriminating, by giving a certain firm this rebate since Oct. 1st. Yours very truly, R. W. Cassell & Co.

Glucose was reduced in price recently 28 cents per 100 pounds by the Corn Products Co. The base now is \$1.42.

Philippine imports of timothy seed and flaxseed during the 12 months prior to July 1 amounted to 5,819 pounds; compared with 22,492 pounds during the corresponding months of 1901-2, as reported by the War Department.



The Trunk Lines are again squeezing the Grain Shippers.



## To Broaden New York Futures.

Changing conditions having made it unnecessary and therefore impossible to maintain a large stock of grain at any seaboard market upon which to base the transactions in future delivery that are so necessary to hedging operations, the New York Produce Exchange contemplates broadening its market in two important directions.

Grain in store at other seaboard markets, the gulf ports, and at Buffalo, and represented by the warehouse certificates, is to be tenderable on New York contracts at the difference in freight.

Other grades than those now contract are to be a good delivery at the difference in value.

Prominent members of the Produce Exchange believe the plan will have the effect of making New York as much the grain market of the entire country as it is now the financial center. Such a market would be welcomed by the sellers of options; and it only remains to devise means to make it equally attractive to buyers. An exporter having grain bot in the New York pit would like to know in advance whether the steamer which is to carry the cargo to Liverpool is to be chartered for New York or for Galveston. It is suggested this difficulty could be overcome by requiring certificates from points at a distance to be delivered 10 or 20 days before the expiry of the option.

## New England Dealers Form Assn.

Over 50 representative grain dealers from the 6 New England states were present at a meeting held on the evening of Dec. 2 in Young's hotel, Boston, Mass., to organize the New England Grain Dealers Assn.

E. P. Knight was made chairman pro tem and H. J. Wood secy.

Geo. F. Reed sketched the history of the grain trade in New England and the United States and outlined the great benefits that had accrued to the dealers in the western states thru their organizations. He was followed by Jay Chapin, R. J. Hardy and others, who joined in a general discussion.

Elwyn G. Preston of the Chamber of Commerce, Edward Kemble, formerly pres. of the Chamber, and Carl S. Scofield of the Department of Agriculture, also spoke.

A constitution and by-laws were adopted. The objects of the Assn. are declared to be to promote fraternal relations; to establish just and equitable principles of trade between its members; and to seek fair relations between shippers and carriers; and protection against unjust and unreasonable legislation. Among the benefits the members will derive from the new Assn. are fraternal relations with each other, uniform and equitable trade rules, arbitration, authentic lists of regular dealers, mutual insurance and local assn. work.

Any dealer in grain, flour, feed, or hay in car lots, and having residence and place of business in New England, and who is in good standing, is eligible for membership. Many applications for membership already have been received. The Assn. will be affiliated with the Grain Dealers National Assn.

H. C. Hawley of Fitchburg, Mass., was elected pres.; R. G. Davis of New Haven,

Conn., vice pres.; Jay Chapin of Boston, Mass., secy.; H. J. Wood of Boston, Mass., treas.; E. P. Knight, R. J. Hardy, D. W. Ranlet of Boston, Frank Cressey of Concord, N. H., W. F. Burditt of Rutland, Vt., and H. C. Yeaton of Portsmouth, N. H., directors.

## Demurrage in Indiana.

The average grain shipper is possessed of the conviction that all demurrage rules were designed primarily to assist the carrier in taxing the business of the small shipper and to favor shippers who control the routing of large quantities of freight. In Indiana, according to Secretary Sampson, of the state association, the demurrage rules are not enforced with an utter disregard of fairness, but with some sense of justice. He writes:

In a talk with Mr. Mummert (the Superintendent of the Indiana Car Service Association) I learn that there are often times when shippers are required to pay car service when the conditions are such that this charge is not warranted, and upon filing receipted freight bills showing that this charge has been paid, with a statement of the circumstances, he will investigate the conditions and make a refund whenever they warrant.

For instance, take such cases as cars ordered for hay shipments where the parties have no hay barns located on the tracks, and have to haul the hay direct from the country and load into the cars. The weather turns bad and it begins raining, and to load in the rain it would damage the hay. The agent is required to collect a dollar per day detention, but Mr. Mummert will refund all charges paid for detention caused by the elements.

Another case is that termed by Mr. Mummert as "bunching." To explain this the following illustration will make the matter plain: A shipper orders 10

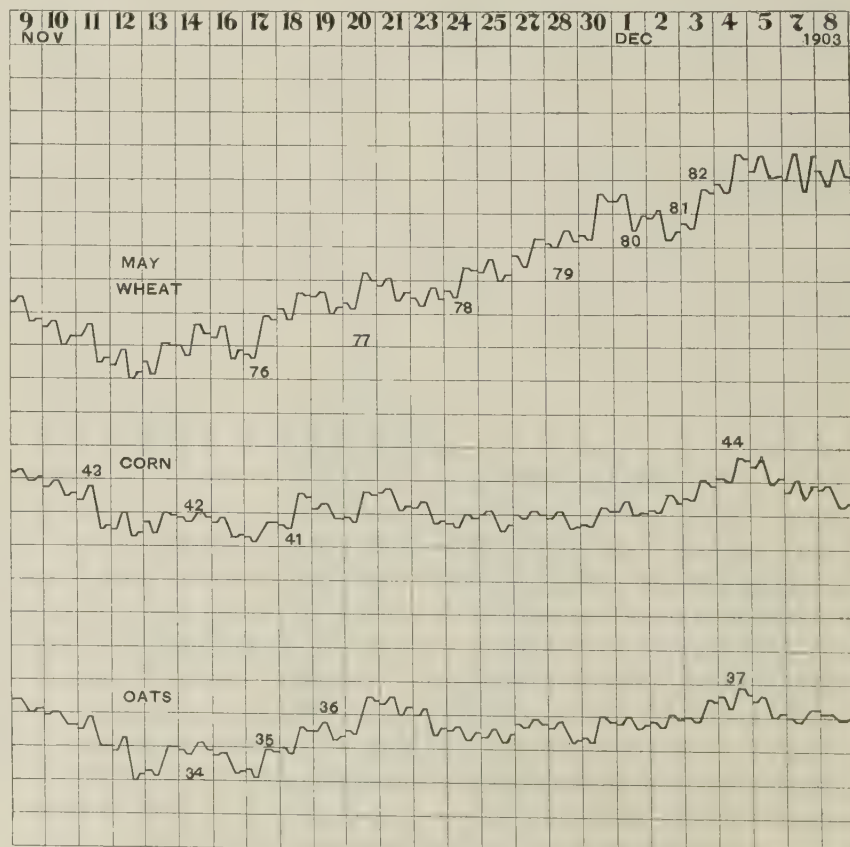
cars to be set for shipment; two the first day from a specified date, two the second day, and so on until all 10 are delivered. When this date comes no cars are delivered. The first, second, third, fourth and fifth day the same, but on the eighth day all cars are set in at once. It is often impossible for many shippers, with ordinary facilities, to load them all without demurrage accruing on some. The agent in this case is required to collect the accrued demurrage.

The shipper should then file his claim with a statement of the case, together with the paid expense bill for demurrage, and if upon investigation the facts are as stated, the Indiana Car Service Association will refund any and all excessive charges. The reason that agents are required to collect accrued demurrage and then claims made for refunds through the Car Association, is on account of the fact that the law allows the railroad companies to charge demurrage on any delayed car, but they cannot hold a second car for demurrage accrued on a first car. Therefore, their only recourse to collect would be through the courts. This would be too annoying and too expensive a method of procedure, and involve too many petty suits, therefore they have adopted the cash basis of doing business and will not waive demurrage upon the statement of the shipper that certain conditions existed.

## Chicago Prices

The opening, high, low, and closing quotations on wheat, corn, and oats for the May delivery at Chicago for four weeks prior to Dec. 9 are given on the chart herewith.

Rainfall in England this autumn has been the heaviest since 1852.





## Meeting of Directors of the National Asso.

The meeting of the board of directors of the Grain Dealers National Asso. in Chicago, Dec. 1st, was called to order by Pres. H. S. Grimes, of Portsmouth, O., who asked for the roll call.

The directors present were: I. P. Rumsey, Chicago; Jay A. King, Nevada, Ia.; D. Hunter, Hamburg, Ia.; H. E. Halliday, Cairo, Ill.; F. P. Lint, Atchison, Kan.; C. B. Jenkins, Marion, O.; A. E. Reynolds, Crawfordsville, Ind.; J. C. Robb, Kingfisher, O. T.; and A. F. Brenner, Minneapolis, Minn. Later T. E. Torrison, Manitowoc, Wis., and C. E. Patterson, Battle Creek, Mich., came in, making all but two directors present.

A committee from the National Hay Asso., consisting of John L. Dexter, Detroit, Charles England of Baltimore and P. E. Goodrich, Winchester, Ind., asked the endorsement of the Beveridge Cipher Code, which has been compiled by members of the National Hay Asso. I. P. Rumsey moved the matter be referred to a committee of five to confer with the National Asso. committee regarding revision and adoption of the Beveridge Code. The motion was seconded and carried.

An invitation of the Grain Dealers Journal to luncheon was accepted.

An invitation of the citizens of Evansville, Ind., to hold the next annual meeting of the asso. in that city was presented by M. L. Johnson and M. R. Agnew of that city.

I. P. Rumsey moved that a copy of the reciprocity resolution adopted at the Minneapolis meeting be sent to the committee selected by the asso. to attend the annual meeting of the National Board of Trade for presentation to that body.

Geo. A. Wells, chairman of the advisory committee, presented resolutions which had been adopted by that committee.

Jay A. King moved that the Board of Directors approve of the following resolution, which had been adopted by the Advisory Committee:

Whereas, The customs of the trade, particularly at terminal markets, have been established largely by the terminal interests, and

Whereas, Bad methods and abuses detrimental to the interests of the grain shippers are allowed to prevail to a greater or less extent,

Resolved, That it shall be the duty of each member of the committee to solicit from his membership detailed reports of any irregularities in terminal methods and transportation, and that such reports be referred to the chairman for the consideration of the Advisory Committee as a whole; also

Resolved, That the committee keep a regular record of its work and that the decisions of the committee on important matters shall be referred to the Executive Committee of the National Association for their approval before action is taken.

The motion was carried.

It was moved that the Advisory Committee be authorized to use its judgment as to encouraging public supervision of weights and grades in small markets. The motion carried.

A. E. Reynolds moved that the Executive Committee be authorized to select a typical case of loss caused by shipper of grain delayed in transit by carrier and to seek to establish the legal rights of shipper in such cases. The motion was carried by a vote of 10 to 1.

Adjourned for luncheon.

## AFTERNOON SESSION.

At the opening of the afternoon session Pres. Grimes called for the cities in alphabetical order to present their invitations for the next annual meeting of the National Asso.

F. Howard Mason, Secy. of the Buffalo Chamber of Commerce, presented formal invitations from the different commercial organizations of that city and told of the city's accessibility, attractions, hotels, convention hall, and entertainment contemplated. Jno. A. Seymour, Jr., and T. J. Stofer of Buffalo felt that Mr. Mason had thoroughly covered the ground, and refrained from addressing the directors.

John L. Dexter presented an invitation from the commercial organizations of Detroit.

Milwaukee's invitation was presented by S. G. Courteen, Pres. of the Chamber of Commerce, W. M. Bell, and R. B. Watrous, Secy. of the Citizens Business League.

A. F. Leonhardt presented invitations from the different commercial organizations of New Orleans, assurances from the hotels as to the maintenance of rates and ample accommodations, offers from several railroads for one fare for the round trip, and assured all a warm welcome to the Crescent City.

Invitations were also presented from St. Louis for 1904 and from Cleveland for the 1905 meeting.

I. P. Rumsey in behalf of the Board of Trade Weighmaster, H. A. Foss, and other members of the Board, invited the directors to dine with them at the Union League Club in the evening and to be their guests at the stock show. The invitation was accepted with thanks.

The appeal of W. H. Merritt & Co. of Chicago from the decision of the Arbitration Committee in the case of Chapin & Co., Philadelphia, vs. W. H. Merritt & Co., Chicago, resulted in the decision of the Arbitration Committee being sustained. The roll call resulted in 9 votes for, none against, Directors King and Rumsey being absent and not voting.

A letter from Ernst-Davis Grain Co., Kansas City, Mo., announcing that the vote to permit members of the Kansas City Board of Trade to join the National Asso., had been unanimously in favor of the amendment was read and received with applause.

It was decided to hold the 1904 meeting of the Grain Dealers National Asso. the first week of October, 6 voting aye and 4 nay.

After discussing the advantages of the different cities which had presented invitations for the 1904 convention, the ballots were prepared, and resulted in 7 votes for Milwaukee, 5 for Buffalo, and 1 for New Orleans.

After more discussion as to the time, it was decided to hold the meeting Oct. 4-5-6, 1904, the business sessions of the asso. to be confined to Tuesday and Wednesday.

Pres. Grimes appointed I. P. Rumsey, A. E. Reynolds, C. B. Jenkins, and C. E. Patterson to join him in the conference with the committee from the National Hay Asso. regarding the revision and adoption of the Beveridge Code.

The meeting of the Board of Directors then adjourned to the Union League Club, where dinner was served in one of the private dining rooms.

## THE BANQUET.

The tables, which were arranged in the form of the capital letter T, were artistically decorated. Among those pres-

ent were: G. B. Van Ness, Chicago; L. B. De Forrest, Chicago; H. A. Foss, Chicago; J. A. King, Nevada, Ia.; Geo. A. Wells, Des Moines, Ia.; W. N. Eckhardt, Chicago; A. F. Brenner, Minneapolis, Minn.; T. E. Torrison, Manitowoc, Wis.; A. E. Reynolds, Crawfordsville, Ind.; H. S. Grimes, Portsmouth, O.; G. A. Stibbens, Chicago; F. P. Lint, Atchison, Kan.; Charles England, Baltimore; Capt. I. P. Rumsey, Chicago; Ed. Andrews, Chicago; D. Hunter, Hamburg, Ia.; F. D. Austin, Chicago; B. G. Ellsworth, Milwaukee, Wis.; C. E. Patterson, Battle Creek, Mich.; H. L. Goemann, Chicago; C. B. Jenkins, Marion, O.; A. E. Schuyler, Chicago; C. S. Clark, Chicago.

A vote of thanks was tendered the Chicago dealers for the dinner and the Grain Dealers Journal for the luncheon.

After all had done justice to a most excellent dinner, the party broke up, some going to the theaters, others to the International Live Stock Show.

## President Grimes is Honored at Home.

The leading citizens of Portsmouth, O., gave a banquet on the evening of Nov. 23 in honor of Mr. H. S. Grimes and on account of his election to the office of president of the Grain Dealers National Assn.

Portsmouth merchants were glad of the opportunity to express their admiration for their fellow citizen and pleased that the grain dealers of the country should have selected him as their head. Mr. Grimes has been a leader in every movement that has made Portsmouth one of the most prosperous and progressive cities of Ohio.

The guests assembled at 8:30 and soon were ushered into the large dining room of the Washington, where the tastefully decorated tables had been arranged in the form of an open square. The guest of honor and the toastmaster occupied seats at the center of the cross table. The menu cards were handsomely printed, with a shock of wheat in gold on the front cover.

After the guests had done justice to the several courses and the cigars were lighted, the toastmaster announced the object of the gathering. Numerous toasts were proposed and fittingly responded to; and the stories kept the table in a roar. Before the dinner closed Mr. Grimes again thanked his friends for their appreciation.

The American Warehousemen's Assn. held its 13th annual convention at Washington, D. C., Dec. 2, 3, and 4.

In view of the recent decisions by state and federal courts against future trading as conducted on Boards of Trade a well-informed speculator expresses his conviction that the method of doing business on the exchanges needs revision. Business in the pits is carried on in the antiquated manner of half a century back. No startling innovation is needed to place the trade on a sounder basis. It is only necessary to copy the system of daily delivery of property as followed on the greatest of all exchanges, the New York Stock Exchange. Customers of stock exchange houses have the privilege of carrying open trades for months if desired, the brokers borrowing the property in order to make immediate delivery.



# Grain Trade News

## CANADA.

Fort William, Ont.—Eltr. D is now empty of wheat and ready for its winter supply.

Austin, Man.—A car of wheat was demolished Nov. 30 in a wreck at this station.

Regina, Assa.—The annual meeting of the Territorial Grain Growers' Assn. will be held Dec. 16 and 17th.

Montreal, Que.—P. G. Bussiere, a well-known flour and grain merchant, died recently, leaving an estate valued at \$300,000.

Port Hope, Ont.—The safe of Hogg & Little, grain dealers, was wrecked Nov. 21 with dynamite and \$7 was stolen by the cracksmen.

Port Colborne, Ont.—The harbor, from the lake to the entrance to the first lock, will be deepened during the winter to 22 ft.

Winnipeg, Man.—One-tenth of the wheat crop of the Canadian Northwest is said to have been so badly frosted as to be worth little.

Winnipeg, Man.—The Board of Trade has adopted resolutions approving the preferential tariff advocated by Joseph Chamberlain.

Port Arthur, Ont.—The Canadian Pacific Ry. is not expecting to transport as much wheat this season as last, all rail, after the close of navigation.

Fort William, Ont.—The closing of navigation on Dec. 5 created a grand rush in the grain business during the latter part of the week ending on that day.

Hamiota, Man.—At a meeting of farmers it was resolved to demand at least 2 more grades, one between 3 and 4 northern, and one between 4 northern and feed.

Winnipeg, Man.—Eltr. proprietors corroborate the statement of the Canadian Northern Ry. officials that there has been no shortage of cars on their system this season.

Montreal, Que.—The harbor commissioners have voted to equip the new eltr. with compressed air apparatus for cleaning dust out of the electric motors, at an expense of \$375.

Port Arthur, Ont.—Owing to congestion at King's eltr. the Canadian Pacific Ry. has ordered agents not to receive for shipment grain requiring cleaning at King's eltr., unsound grain, rejected grain, or flax seed for cleaning.

Winnipeg, Man.—A car of wheat which was loaded with 1,300 bus. at Oakland, Man., contained only 800 when unloaded at Port Arthur, and the farmer who shipped the car brot suit against the Canadian Northern Ry. Judge Purdue gave him judgment Nov. 28 for \$275 and costs. The railway company will appeal.

Indian Head, Assa.—At the meeting of the Indian Head branch of the Territorial Grain Growers' Assn., held Nov. 28, resolutions were passed condemning the action of the C. P. Ry. in not furnishing sufficient cars, advising action against the railroad to compel it to furnish sufficient

cars and contemplating a suit for damages. The direct loss at Indian Head is placed at \$50,000.

Winnipeg, Man.—An example of the working of the Grain Act against the interests of the farmer and the dealer is furnished by a case where a farmer had a car of wheat in the eltr. and also had ordered a car for the shipment of that grain. In the meantime he sold the wheat to the company owning the eltr.; and his order for the car, which was next on the list to be supplied, accordingly was canceled. The company's order for a car to load the grain had to be placed at the foot of the list after half a hundred others.

Port Arthur, Ont.—Shippers will save about  $\frac{1}{4}$  cent per bu. on grain treated at King's eltr. under the new regulation of the Canadian Pacific Ry. that "such grain which is shipped out of our own Fort William eltrs. within a period of 15 days from date taken into King's eltr. will be subject to a charge of 1 cent per bu. for the double storage and handling in both eltrs. in addition to the usual switching charge of \$2 per car from Port Arthur to Fort William. Should this wheat remain in our Fort William eltr. beyond a period of 15 days from the date taken in King's, it will be subject to a total charge of  $1\frac{1}{4}$  c per bu., which will cover storage up to 45 days from the date taken into King's, after which date it will be subjected to our usual storage charge."

Winnipeg, Man.—The Board of Trade held a special general meeting Nov. 25, at which the unsatisfactory grain markets along the lines of the Canadian Pacific were discussed. Charges were presented from the business men of Gainsboro, Assa., that the eltrs. have remained closed, and that their instructions are positive neither to buy nor to receive grain for storage, except at No. 1 frosted or otherwise, claiming that the eltrs. are full; and, whereas, the closing of these eltrs. has caused wheat to become a drug on the market to the great detriment of business generally. The Dominion Eltr. Co. replied: The statement that our warehouseman has been instructed not to buy any grain except as 1 frosted is incorrect. Our instructions to our agent (and we may say to our agents everywhere), were that we would not buy any grain by the wagon load, because the Grain Act absolutely prohibits our shipping, but every buyer was instructed that for any grain that might be loaded on the car we would give a price for it immediately the transportation facilities were furnished. Our travelers reported large orders on the car order book by farmers at almost every station where we were doing business; in some instances as many as 70 cars were on the order book, which would mean that the eltr. was entitled to the 71st car, which might come along probably next July. We are unable to form any idea as to what the value of the wheat will be next July. The Winnipeg Eltr. Co. answered: This action was necessitated on account of the Manitoba Grain Act, which so restricts the supply of cars to eltrs. that we could not see any possible chance of shipping out what we had bought up to that time, let alone any-

thing that we might purchase later, before the close of navigation. There were only two options open to us, either to immediately drop prices to an all-rail or May basis, and be called "thieves and robbers," as we were last year, or refuse to buy at all until the close of navigation. We chose the latter alternative, at the same time we instructed our men to take in all wheat offering on storage, to get the farmers to order cars for such stored wheat to the eltr., and as soon as a car was supplied we would pay the highest possible price for the wheat on track. The Northern Eltr. Co. also demonstrated that the trouble was caused by the Grain Act, and hoped that "there will be some legislation whereby the elevators can at least get a fair proportion of the cars, according to law. A committee of 6 members of the board was appointed to inquire into the conditions of the market and the reported car shortage at many points.

## CHICAGO.

Geo. T. Sullivan recently was fined \$450 for bucket-shopping.

R. T. Sylvester will be admitted into partnership with Walter Comstock January 1.

The Corn Products Co. has purchased 2 sirup houses to help the sale of its corn sirup.

Board of Trade politics are warming up. Several leading members are mentioned for the presidency.

Samuel E. McClean has resigned as a director of the Board of Trade, his resignation to take effect January 1.

W. H. Lake now has Geo. H. Clearman of New York connected with him, who will look after the eastern business.

The City Eltr., under lease to Bryant & Co., has been declared regular for the storage of grain and flax until July 1.

David Davies, who was with A. Geddes & Co. for many years, has started in the commission business on his own account.

Chas. A. Munn, a former member of the Board of Trade and a brother of Noel S. Munn, died Nov. 27 at Phoenix, Ariz.

Geddes & Hately are a new grain firm which intends doing a large shipping business, with offices at Winnipeg as well as Chicago.

The directors of the Board of Trade have decided not to reinstate W. E. McHenry, seeing no reason for revising their former decision.

C. E. Gray, of Gray & Williams, will represent A. J. Lichstern & Co. on the floor. Harvey Williams will continue the business of Gray & Williams.

E. G. Brown and Jos. H. Shaw, formerly with the Weare Grain Co., have associated themselves with Herbert McNamee. Mr. Brown will be mgr.

The membership of Chas. W. Brega, who has been a member of the Board of Trade for over 30 years, has been sold. Mr. Brega retired about 10 years ago.

The proposition to assess memberships \$25 per year to create a membership fund has been referred to the legal advice committee for an opinion on its legality.

The directors of the Board of Trade have approved an amendment to the rules requiring an expelled member to file his application for a rehearing, if desired, within 90 days.

The Cummings Eltr. & Grain Co., com-



posed of Chas. Cummings and Ward M. Rogers, has leased Gerstenberg & Co.'s eltr. at Cragin, and will do a cleaning and shipping business.

Frederick Dickinson, mgr. of Rumsey & Co., has been elected pres. of the Illinois Society Sons of the Revolution. Mr. Dickinson has been a member of the Board of Trade since 1860.

Stephen A. Dalton, traveling representative for Eschenburg & Dalton, was married Nov. 26 at Woonsocket, S. D., to Miss Anna Carr, of that city. They will make their home at Chicago.

The proposed assessments of \$25 annually for the retirement of memberships are to be payable Jan. 15 of each year, and the fund thus accumulated is to be used in buying memberships at \$3,000 each.

The special committee appointed to investigate mixing grain by eltr. proprietors has been taking testimony and hearing complaints. After visiting the eltrs. the committee will report to the directors of the Board of Trade.

The ticker ordinance passed recently by the city council to prevent gambling on quotations is expected to prevent bucket-shop gambling. Unless strictly enforced the ordinance will be only an opportunity for graft.

East-bound rail shipments of grain from Chicago during the week ending Dec. 7 amounted to 1,800,000 bus.; compared with 1,228,000 bus. for the preceding week, and 2,042,000 bus. for the corresponding week of last year.

Hill & Moran have succeeded Hill & Monroe, Jas. Monroe having retired from the grain trade. The new firm is composed of Howard A. Hill and Robert H. Moran, who was floor trader for A. Geddes & Co. for a number of years.

Exporters and hedgers will renew their attempt to have hard winter wheat made regular for delivery on contracts without the 5 cents discount. The light yield of red winter and the small receipts of No. 1 northern make their arguments stronger than ever.

Many option traders would be glad to have the penalty clause eliminated from the rule against privilege trading. This would leave the board on record as opposed to trade in puts and calls; and members would not have to resort to the subterfuge of telephoning or wiring privilege orders to Milwaukee.

A membership in the Board of Trade sold recently at \$3,000, the lowest price since the rise to \$4,350, which was effected by the policy of restriction and the reform of various abuses. The fall in the price of memberships is much less in proportion than the decline in the value of memberships in some other exchanges.

## ILLINOIS.

Cora, Ill.—R. C. Cox is building an eltr.

Bearsdale, Ill.—Farmers are building an eltr.

New Berlin, Ill.—C. R. Lewis, of Prentice, is building an eltr.

Broadwell, Ill.—Spellman & Spitly will install a new grain scale.

Arnold, Ill.—An eltr. is being built by C. R. Lewis, of Prentice.

Campgrove, Ill.—The eltr. for J. S. Bock has been nearly completed.

Frankfort Station, Ill.—H. S. Barker has bot the eltr. of H. J. McDonald.

Lawrenceville, Ill.—The Horner Mill & Eltr. Co. has succeeded Horner & Co.

Ulrich Sta., Lovington P. O., Ill.—Bailley Bros. & Kearney are building a grain office.

Middletown, Ill.—The Middletown Grain Co. is operating the eltr. of G. H. Warren.

Whiteheath, Ill.—D. W. Filer is buying for Wm. Murray, whose eltr. has just been completed.

Triumph, Ill.—The power house of C. D. Wheeler burned Nov. 26, with contents. Eltr. not damaged.

Ogle, Ill.—The Northwestern Eltr. & Grain Co. will install an improved Hall Distributer in its eltr.

Medora, Ill.—C. H. Adams mourns the death of his wife, who had a fatal fall while at work in her home.

Wady Petra, Ill.—The 12,000-bu. eltr. for V. H. Chase has been completed by the Younglove & Boggess Co.

Minooka, Ill.—The Truby Grain Co. has let the contract for its 25,000-bu. eltr., which will be completed by Jan. 1.

Dealers of northeastern Illinois seem to be of the general opinion that new corn is still too soft to handle on the basis of No. 3.

Waukegan, Ill.—Both of the glucose plants at Waukegan will soon be running full blast, affording a large market for corn.

Galesville, Ill.—Chas. M. Shelby, of Tolono, has bot the 2 eltrs. of C. A. Burks. P. H. Hayes will have charge at Galesville.

Frankfort Station, Ill.—Chas. E. Jurz has succeeded Jurz & Borms, having bot the interest of E. Borms at Frankfort Sta., and Spencer.

Brisbane Sta., Spencer P. O., Ill.—Baker, Jones & Co., of Manhattan, have bot the eltr. of H. J. McDonald, of Frankfort Station, and took possession Dec. 1.

Vermillion, Ill., Dec. 1.—Oats about  $\frac{3}{4}$  of a crop; quality fine. Corn about average crop; fair quality, but late drying out. No wheat to speak of.—N. L. Layer.

Charleston, Ill.—Alex. Richter has built a 10,000-bu. addition to his eltr., increasing the total capacity to 20,000 bus., and has installed an extra ear corn eltr.

Olivebranch, Ill., Dec. 5.—The corn crop is good; about 35 bus. to the acre. Wheat prospects are not so good; about same acreage as last year.—W. F. Wilbourn, agt.

Blandinsville, Ill., Dec. 1.—The present corn crop is of very poor quality in this locality, but quite a large yield, ranging from 35 bus. to 90 bus. per acre.—F. E. Sharp & Co.

Bluffs, Ill.—The eltr. for H. & C. Oakes has been nearly completed. It will increase the capacity to about 50,000 bus., while the corn crib has a capacity of 20,000 bus. more.

Decatur, Ill.—The name of the Shellabarger Mill & Eltr. Co. has been changed to the Shellabarger Eltr. Co. and it is the intention of the company to succeed the Decatur Eltr. Co.

Decatur, Ill., Nov. 27.—A great deal of the corn that had been estimated at 40 to 45 bus. is only making 30, and is of poor quality;  $\frac{3}{4}$  or more very sappy.—A. Y. Munson & Son.

Maroa, Ill.—W. J. Compton has succeeded R. E. Persinger as mgr. for the Decatur Eltr. Co., Mr. Persinger going to

Decatur to enter the employ of the Shellabarger Eltr. Co. Benj. Parker is mgr. for the Maroa Eltr. Co.

Buckingham, Ill.—The eltr. for A. A. Armitage will be completed about Dec. 15 at a cost of \$6,000. It is 50 ft. to the eaves and 75 ft. to top of cupola. It has 4 dumps and a 12-h. p. gas engine has been installed.

Springfield, Ill., Dec. 1.—Weather favorable for husking corn, quality of which is very uneven, considerable being soft and sappy; complaint of chaffy condition and light weight is also received; wheat not generally in thrifty state, and has not made seasonable growth on account of lack of moisture; pastures and meadows need moisture.—Government Report.

Conlogue, Ill.—The eltr. owned and operated by J. T. Ricketts collapsed Nov. 23 and 7,000 bus. of shelled corn was deposited on the Big Four tracks to a depth of 4 or 5 ft., causing a delay in traffic for 3 or 4 hours. The accident was caused by overloading and the faulty construction of the eltr. The loss will probably be small except the damage to the building.

E. J. Foord, of the United Grain Co., has just returned from a four-weeks trip along the C. & E. I., and reports that corn is hardly fit to shell, but will be in the course of a week or ten days. While at Longview he learned of a remarkable and unprecedented bear movement in the stock of the Longview Grain & Coal Company, one of the members of the company having recently offered to sell six shares of the stock for four beers. Evidently all is not gold which is said to glitter.

Springfield, Ill., Dec. 1.—The corn crop is found to be very uneven, a considerable quantity being soft and sappy, and where the grain has dried out well there is some complaint of light weight and chaff; few reports indicate a marketable condition. Wheat is not in a thrifty condition in the southern district, and fields that do make a good showing are in need of moisture. The crop looks well in the central and northern portions, and shows an average condition. Rye promises well and is thrifty.—Gov't Report.

Peoria, Ill.—Receipts at Peoria during November, as reported by R. C. Grier, secy. of the Peoria Board of Trade, were: Wheat, 103,200 bus.; corn, 1,584,000 bus.; oats, 719,600 bus.; rye, 20,000 bus.; barley, 318,600 bus.; mill feed, 1,309 tons; broom corn, 120,000 pounds, and hay, 3,800 tons; compared with 77,400 bus. of wheat, 1,940,600 bus. of corn, 845,000 bus. of oats, 16,500 bus. of rye, 256,500 bus. of barley, 1,455 tons of mill feed, 30,000 pounds of broom corn and 2,540 tons of hay during November, 1902. Shipments for November amounted to 112,800 bus. of wheat, 323,000 bus. of corn, 819,400 bus. of oats, 1,600 bus. of rye, 212,700 bus. of barley, 7,492 tons of mill feed, 90,000 pounds of broom corn and 750 tons of hay; compared with 53,950 bus. of wheat, 540,400 bus. of corn, 860,900 bus. of oats, 12,100 bus. of rye, 149,700 bus. of barley, 2,178 tons of mill feed, 15,000 pounds of broom corn and 270 tons of hay during November last year.

## IOWA.

Ely, Ia.—C. S. King has installed a car loader.

Nashua, Ia.—Laird & Granger have dissolved partnership.

Akron, Ia.—B. Ross is agt. for the Hunting Eltr. Co.



Mineola, Ia.—The eltr. for C. F. Nipp has been completed.

Danbury, Ia.—E. W. Oates has engaged in the grain business.—T.

Maurice, Ia.—M. H. Ford is buying for M. King at Maurice.—T.

Cambridge, Ia.—Ingilis Bros. have torn down a portion of their eltr.

Griswold, Ia.—The German Grain Co. has succeeded Rickey & Gerlach.

Gowrie, Ia.—P. J. Harvey, of Lena, is mgr. for the Chicago Grain & Eltr. Co.

Marne, Ia.—Harris & Peterson have rented the eltr. of Ringle Bros. & Co.

Vail, Ia.—M. J. Gary has succeeded J. P. Fitch as mgr. for the Northern Grain Co.

Arthur, Ia.—L. A. Cady has taken charge of the eltr. for the Northern Grain Co.

Emerson, Ia.—Work has been commenced on the new eltr. for W. H. Eaton.

Fremont, Ia.—Beck & McFall, who succeeded R. F. Montgomery, have bot the eltr.

Wayland, Ia.—Keith & Showalter have succeeded Keith & Roth at Wayland and Coppock.

Hosper, Ia.—Thos. L. De Boer is the local agt. for F. M. Slagle & Co., of Alton, Ia.—T.

Alton, Ia.—The Alton Milling Co., J. C. Folger mgr., is shipping considerable surplus wheat.—T.

Spirit Lake, Ia.—The business of J. E. Knudson & Co. at this station is managed by W. A. Leavitt.

Danbury, Ia.—The Iowa & Minnesota Lumber Co. has bot the eltr. and lumber interests of G. W. Siebold.

Cambridge, Ia.—Alfred Haggman, formerly mgr. for the Diamond Grain Co. at Shipley, has been transferred to Cambridge.

Blanchard, Ia.—J. A. Funk has bot from Walkinshaw & Co. the eltr. recently purchased from J. Cole. Walkinshaw & Co. have bot Danner's eltr.

Harcourt, Ia., Dec. 1.—Crops are very poor in Webster county. Will have to ship corn in to feed instead of shipping out, as usual.—P. M. Howard.

Des Moines, Ia.—The case of C. F. McCarty against the McFarlin Grain Co. has been settled by the other stockholders paying \$43,000 for the interest of Mr. McCarty.

Goodell, Ia.—The eltr. of Thos. Cashman burned Nov. 22 with 8,000 bus. of grain. The fire is supposed to have started in the power house. Loss, about \$8,000; partially covered by insurance.

Guttenberg, Ia.—Hermann Ihm, proprietor of the Guttenberg Steam Eltr. Co., has not shipped any grain thus far this season, but expects to do so later on. The crop is very light this year.\*

Fremont, Ia., Dec. 1.—Corn about 60 per cent of a crop and only about 40 per cent marketable; farmers inclined to hold for better prices; no old to speak of.—J. E. Kennel.

Ida Grove, Ia.—Smith & Co. have dissolved partnership and Al Hallam, of Sioux City, has secured the mill and eltr. property. The business will be continued under its present management until spring.

Mason City, Ia.—Frank J. Spencer, formerly superintendent of eltr. construction for the Younglove & Boggess Co., is re-

ported missing with over \$500 of the company's money. He was last seen at Zumbrota, Minn.

Sioux City, Ia.—The Mystic Milling Co., which buys wheat extensively from up-river points and has it brought down by boat, are shipping out surplus grain.\*

Onawa, Ia.—The Alton Milling Co. is shipping grain from this place to terminal markets, as well as to its mill at Alton. It buys here on the C. & N. W. Ry.

Hawthorne, Ia.—G. E. Anderson is building an eltr. and has let the contract for the equipment to the York Foundry & Engine Works. A 22-h. p. Howe Gasoline Engine will be installed.

Lansing, Ia.—Neilander & Co. have a 20,000-bu. eltr. on the river bank, equipped with a gasoline engine, also a warehouse for feed and flour, which they handle in connection with their grain shipping business.\*

Ridgeway, Ia.—The Farmers' Eltr. Co. is finding hard work to collect money with which to pay for its eltr. and has borrowed funds from the bank at 8 per cent. The directors have also installed a boy of 19 years as mgr. What will the harvest be?\*

Rhodes, Ia.—A statement made in the last issue of the Journal was erroneous in one respect. The business of Geo. Gilbert, deceased, is still carried on under his name, and the active management devolves upon Geo. Gilbert, Jr., who has the reputation of being a careful and judicious buyer.—\*

Alton, Ia.—The active management of F. M. Slagle & Co., with their 18 branches, devolves upon W. S. Slagle, the treas. and gen'l mgr., who has his office here. F. M. Slagle lives in Boston, Mass., and the pres. of the company, J. G. Berryhill, resides at Des Moines. S. A. Lincoln, of Alton, is the secy.—\*

## INDIANA.

Edna Mills, Ind.—Fred Geiger died recently.

Shipshewana, Ind.—D. A. Platz & Co. have succeeded D. A. Platz.—T.

Sulphur Springs, Ind.—John F. Crouder has succeeded Crouder Bros.

Ridgeville, Ind.—O. E. Barrett & Son have succeeded J. Caylor. Mr. Caylor will continue to operate his eltrs. at Powers and Redkey.

Matthews, Ind.—Earl C. Bear has severed his connection with Woodbury & Files and will engage in the grain business on his own account in Ohio.

West Terre Haute, Ind.—Wm. Lycan, a miller and grain dealer of Louisville, Ky., is trying to interest local capitalists in the building of a grain eltr. and flour mill at West Terre Haute.

New Albany, Ind.—The 50,000-bu. eltr. for Thorn & Shine has been completed and possession was taken Dec. 1. The building cost \$12,000 and a 25-h. p. electric motor has been installed.

Indianapolis, Ind.—The Grain Dealers' National Mutual Fire Insurance Co. has secured rooms 10 and 12, Board of Trade building, as its headquarters. These rooms were formerly occupied by F. P. Rush & Co., as grain offices.

Syracuse, Ind., Dec. 1.—Corn an extra good crop but about a month late in maturing, consequently late in marketing; not yet fit to shell. Growing wheat in good condition, with full acreage sown.

The amount of old wheat in the hands of the farmers is considerably above the normal.—A. W. Strieby.

Walton, Ind., Dec. 1.—New corn just commenced to move; some very good, altho not very good as a crop. Tough and heavy; too much cool weather thru the summer, early frosts, etc. Ought to grade in nearby markets; have some fears of its grading at the seaboard. Wheat and oat market very quiet.—Owen Hurd & Son.

The grain shipping business is practically all confined to those who have money invested in it, in the way of established facilities. There are not as many losses by receivers occasioned by overdrafts, short weights and irresponsible accounts. Grades and terminal weights are improved. Business is done on a narrower but more certain margin. Fewer failures occur. You say: "There is still room for improvement in grades and weights." We are glad you realize it; we do also. Now, that is one reason why you should be a member of our association. The more members we have, the more influence and prestige we are able to wield in such matters.—S. B. Sampson, secy. Ind. Grn. Dirs. Assn.

## KANSAS.

Halford, Kan.—L. E. Eaton is erecting an eltr.

Esbon, Kan., Dec. 1.—Corn in Jewell county is extra good.—F. A. Derby.

Hays, Kan.—The mill and eltr. of the I. M. Yost Milling Co. burned Dec. 2.

Council Grove, Kan.—The eltr. of F. B. Quinby & Son has been re-painted.

Manchester, Kan.—H. Weaver has enlarged his eltr. and installed a grinder and gasoline engine.

Lincoln, Kan.—The Shellabarger Mill & Eltr. Co. has bot for \$6,000 the 20,000-bu. eltr. of the R. T. Morrison Grain Co.

Haddam, Kan.—The Duff Grain Co. is building an eltr. and has let the contract for the equipment to the York Foundry & Engine Works.

Louisburg, Kan.—M. Reed has increased the capacity of his eltr. to 20,000 bus. and installed machinery for cleaning all kinds of seeds and grain.

Pretty Prairie, Kan.—The Farmers' Grain & Live Stock Co. will build an eltr. to replace the one burned Oct. 11. The equipment will be furnished by the York Foundry & Engine Works.

Topeka, Kan., Dec. 1.—Wheat in good condition and growing, but early sown in few central counties damaged by fly; corn in good condition, has dried out well, much gathered.—Government Report.

Esbon, Kan.—F. A. Derby, of Sabetha, has bot the 5,000-bu. eltr. of H. B. Dick-erhoff, of Severence. Mr. Schenck, of Pawnee City, Neb., has bot the eltr. of the J. Rosenbaum Grain Co. and will rebuild in the spring.

Wichita, Kan.—The mayor of Wichita has called a meeting of shippers to take measures to remove the discrimination in grain rates, the Interstate Commerce Commission having failed to grant sufficient relief.

Hutchinson, Kan.—The Rock Grain Co. has bot 36 acres of land along the A., T. & S. F. Ry. and next year will build a 120,000-bu. eltr., which will be used for cleaning the grain bot along the Santa Fe and other lines to the west.

Hazelton, Kan.—The Hazelton Eltr. Co. has bot the eltr. of Crowell Bros.



The firm intends increasing its capital and operating both eltrs. under the name of the Hazelton Eltr. Co., with a total eltr. capacity of 140,000 bus. The newly acquired eltr. will be enlarged and a cleaner and larger engine will be installed.

Lebanon, Kan.—The eltr. of O. H. Schenk has been ordered repainted, or removed from the right of way of the C., R. I. & P. Ry., because of the Bible quotations which are painted on it in letters that can be read 100 yards away. The railroad claims that passengers alighted to read the inscriptions, missed their trains, and otherwise annoyed the trainmen. The quotations were painted on the eltr. by E. D. Hyde, a former owner.

Wichita, Kan.—The eltr. committee of the Chamber of Commerce is discussing ways and means of increasing the capacity of the eltrs. of Wichita. Among the plans submitted is the increasing of the capital of the Nevling Eltr. Co. to \$50,000 and the capacity of the eltr. to 1,000,000 bus. If this proposition does not carry, the committee will raise \$50,000 by subscription and a new company will be formed to build an eltr.

Topeka, Kan., Dec. 7.—The total yield of winter and spring wheat is 94,041,902 bus., valued at \$52,426,355. The yield of winter wheat is 3.3 per cent greater than was estimated at the close of the harvest. The area of spring wheat has been increased 14 per cent and its average yield per acre is far above normal. This year's yield is 72 per cent greater than last year, 4 per cent more than 1901, and 21.6 per cent more than that of 1900. The yield of this year's crop is: Winter and spring wheat, 94,041,902 bus.; corn, 169,359,769 bus.; oats, 28,025,729 bus.; rye, 2,962,392 bus.; barley, 4,854,337 bus.; buckwheat, 1,974 bus.; castor beans, 1,758 bus.; broom corn, 8,682,335 pounds. The area of the corn crop this year was 464,987 acres less than last year, and the yield 32,000,000 bus., or 19 per cent, less. The oat area was increased, but the yield was 15 per cent less than last year. The acreage reported for next year's crop of winter and spring wheat is 5,671,370 acres, or 4 per cent less, the sowing in many sections being completed much later than usual. The soil and weather conditions were quite favorable for sowing, and the plant's germination and growth has been satisfactory in most sections, the present general average being 90.6 per cent. The evidences of the Hessian fly have not entirely disappeared.—F. D. Coburn, Secy. Kansas Department of Agriculture.

## KANSAS LETTER.

Straight Creek, Kan.—Hedge & Brown, of Whiting, have bot the eltr. of J. R. Dague.

Atchison, Kan.—J. A. Wood has severed his connection with the Hall-Baker Grain Co.

Kackley, Kan.—Bossemeyer Bros., of Superior, Neb., have purchased the eltr. of A. H. Pooge.

The Santa Fe road recently declared that it would not grant eltr. sites ordered by the railroad commissioners upon complaint of the Farmers' Co-operative Assn. The road contends that at points having sufficient eltr. capacity it is not obliged to grant sites on its right of way for more eltrs.

The Union Pacific road has set apart at Kansas City 4 tracks known as "hold" tracks, where loaded grain cars are placed on arrival in that city, awaiting inspection.

This information will be well received by the shippers west of Kansas City, as the probability of long delays in inspection will be much lessened.

Osage City, Kan.—A meeting of the grain dealers in the vicinity of Osage City was held Dec. 4. Those in attendance were: E. G. Swayze, Pomona; E. S. Beverly & Son, Burlingame; John Charlesworth, Richland; Painter & Plumber, Barclay; E. A. Koppe, Harveyville; Garinger Bros., Harveyville; C. S. Wilson, Lyndon; Geo. Ott, Lebo; Melvern Gr. Co., Melvern; Wilson & Brandon, Olivet; C. I. McGregor, Olivet; Star Grain & El. Co., Wellsville; Thomas & Ivey, Scranton; Sellards Mer. Co., Scranton; F. E. Michael, Scranton; Asher Adams, Osage City; Osage City Mill & El. Co., Osage City; W. S. Williams, Ottawa, and E. J. Smiley, secy. of the Kansas Grain Dealers Assn.—A. M. D.

## KENTUCKY

Louisville, Ky.—The meeting that was held in Louisville recently was more of a millers meeting than it was of grain dealers, but of course all the millers in this section are equally grain dealers as well as millers. We not only discussed milling topics, but the acreage and condition of the growing crop of wheat. We found that in the southwestern section of the state the percentage of wheat sown runs from 60 to 80, while in the central section or in the blue grass region it will run from 90 to 110 per cent, and as a general rule is much later than last year, but seems to have a fair start and healthy appearance, with very little report of the Hessian fly. Practically all of the old wheat is out of the farmers hands, but very little of it in the dealers hands. Most of it is owned by the millers and they have not enough wheat to run them until after harvest and will be obliged to buy out of the state if the flour trade holds up as good as it has been in the last five months.—Allen Zaring, Richmond, Ky.

## MARYLAND

Baltimore, Md.—The Chamber of Commerce has made some changes in its grades, particularly hay, which are shown on the latest card sent out by Chief Grain Inspector Chas. McDonald, Jr.

Baltimore, Md.—The local trade organizations, the mayor and city council intend urging upon Congress the necessity of an appropriation for a 35-ft. channel from Baltimore to the capes.

Baltimore, Md.—Eltr. No. 3, with a capacity of 1,000,000 bus., has been completed and was opened for regular business Nov. 30. It was built to replace the one burned Dec. 31, 1902, and cost \$600,000. Construction was commenced last spring.

Baltimore, Md.—At a special meeting of the board of directors of the Chamber of Commerce, held Dec. 4, resolutions were adopted authorizing the appointment of a delegate to attend a meeting of representatives of various grain exchanges, chambers of commerce, and boards of trade, to consider the question of uniformity of rules for the regulation of grain inspection thruout the country. The board also authorized the appointment of a committee to represent the exchange at the National Board of Trade to be held January 19 at Washington.

## MICHIGAN.

Freeland, Mich.—W. E. Laur has succeeded Chas. Deitiker.

Rosebush, Mich.—Thos. Gray & Son have bot the eltr. of F. L. Anderson.

Munith, Mich.—W. B. Dean and W. L. Stowell have leased the eltr. of A. McCloy.

Richmond, Mich.—The Richmond Eltr. Co. has overhauled and rebuilt its building for cleaning beans and installed new machinery, now having 22 hand picking machines in operation. The company will buy in car lots, and after sending them thru the plant will ship.

Detroit, Mich.—Samuel M. Tucker, who offered shippers tempting inducements, has been convicted of making no returns for consignments received by him. Many of his victims who had brot suit held worthless judgments against him. His fraudulent schemes were continued until the Postoffice Department tripped him up for using the mails to defraud.

## MINNEAPOLIS

Memberships in the Chamber of Commerce, which recently sold at \$1,600, are now held at \$2,000.

The Minneapolis Linseed Oil Co. has put in the foundation for an oil mill which it will build next summer.

Geo. W. Confer, grain commission merchant, fell dead Dec. 3, just after the close of the morning session of the exchange.

The 128-page silver anniversary edition of the Minneapolis Journal Nov. 25 contained several pages devoted to the grain trade.

Three men have been convicted recently for stealing wheat from Great Northern cars, the smallest penalty being 15 days in the workhouse.

The boycott order issued against the Washburn-Crosby Co. by the American Federation of Labor Nov. 27 is not giving the millers any concern.

A. M. Blaisdell, who has been in the service of Andrews & Co., commission merchants, recently accepted a situation with H. R. Kearney & Co.—\*

The transportation committee of the Chamber of Commerce held a conference recently with J. J. Hill and J. W. Blabon to urge the improvement of the very poor terminal facilities at Minneapolis. Cars often lie for days in the yards before being switched to the eltr. or mill. In one case where several cars lay on a side track four squares from their destination the railroad company tried to collect demurrage.

The receipts of the inspection and weighing department of the state railroad and warehouse commission during the year were \$265,535.28, an increase of \$7,917.34 over the previous year. Inspection fees were \$151,555.52, and the weighing fees \$109,950.81. Disbursements were \$236,355.91, a new gain over the previous year of \$29,179.36, which added to the cash balance on hand the first of the year makes the balance of the department \$80,268.36.

Henry Feig, country eltr. inspector of the state railroad and warehouse commission, reports that on Sept. 1, 1,593 country eltrs. had been licensed in Minnesota, an increase of 44 over last year on the same date. Houses are located at 781 railway stations, an increase of 61 over 1902. Of the 1,581 eltrs. on the different



railway lines of the state, 388 are independent eltrs., including 80 farmers' co-operative eltrs.; 27 line houses operate 15 eltrs. or more; 22 firms from 10 to 15 each; 20 firms operating from 4 to 8, and 54 small firms operating from 2 to 4 houses each. These eltrs. have a total capacity of 32,080,430 bus., with an average capacity of 20,291 bus.

The pres. of a large eltr. company operating houses in north central Minnesota and South Dakota states that he looks for a heavy movement of wheat later consisting of the better qualities. Farmers' deliveries of this description have been held in store and cars utilized to ship in the tough, damp samples which could not be safely kept. Transportation for both kinds could not readily be secured, and there were other reasons in his mind for holding the choice wheat. The houses of his company are filled at the present time, only sufficient bin room having been reserved for handling necessary business. If this course is being generally pursued it will prove an important factor in determining the future course of the market.—\*

F. W. Eva, chief inspector of the inspection and weighing department of the state railroad and warehouse commission, reports 213,216 cars of grain inspected on arrival at the 5 terminal points—Minneapolis, Duluth, St. Cloud, St. Paul, and New Prague—during the crop year of 1902; compared with 195,065 cars for the crop of 1901 and 188,632 cars for the crop of 1900. Of the cars inspected of the crop of 1902, 138,835 cars were wheat, 3,180 corn, 16,647 oats, 3,028 rye, 17,122 barley, and 34,398 were flaxseed. During the year 37,777 cars of wheat were inspected out of store, and 31,514,017 bus. into vessels; 6,822 cars of flaxseed and 17,452,610 bus. into vessels, and 14,229 cars of coarse grains were inspected out of store and 9,236,171 bus. into vessels.

During the crop year of 1902 272,044 cars of grain were inspected by the grain inspection and weighing department of the state railroad and warehouse commission, in and out of store, and of these 31,265 cars were held for reinspection. The original grade and dockage of 17,109 cars were confirmed. The grade of 10,055 cars was raised, and of 1,553 cars lowered. The dockage of 2,548 cars was changed. The board of appeals passed on 9,813 cars, and in 7,348 cases confirmed the previous grade and dockage and in 2,465 cases made changes. There were 9,623 cars received at terminals in bad order, chiefly being not sealed or with seals broken, or with end and side doors open or poorly fastened or leaky. The dockage on spring wheat for the year average 18.3 ounces per bu.; compared with 19.8 ounces for the previous years. There was no dockage on 710 cars. The dockage on 42,692 cars was half a pound a bu.; on 49,886 cars, 1 pound; on 15,713 cars, 1½ pounds; on 9,692 cars, 2 pounds; on 3,373 cars, 2½ pounds; on 3,075 cars, 3 pounds, and on 4,013 cars more than 3 pounds, averaging 4 pounds.

## MINNESOTA.

Parkers Prairie, Minn.—G. H. Shontz is building an eltr.

Houston, Minn.—C. G. Corey is shipping grain from Houston.—\*

Mazeppa, Minn.—Theo. Maas is buying grain here for the R. E. Jones Co. of Wabasha.—\*

Randolph, Minn.—Reed & Hartz intend putting in a lumber yard in connec-

tion with their grain business. E. M. Hartz is mgr.

Maynard, Minn.—An attempt was made recently to burn the eltr. of the Northwestern Eltr. Co.

Hoffman, Minn.—A. Teslow, formerly in business at Hoffman, is building an eltr. and feed mill.

Adams, Minn.—M. & J. Koresbach have disposed of their general store, but continue in the grain business.—\*

Dover, Minn.—A 15,000-bu. eltr. is being built for G. C. Stevenson & Co. by the Younglove & Boggess Co.

Slayton, Minn.—Geo. R. McKittrick, who until recently operated an eltr. at this station, has removed.—\*

Lynd, Minn.—The eltr. of the New London Mill Co., of Willmar, burned Nov. 27 and was a total loss.

Wabasha, Minn.—The Wabasha Roller Mill Co. is buying grain of all kinds at Zumbrota and shipping freely.—\*

Hadley, Minn., Dec. 3.—Crops are of light yield and very poor quality with us this season.—W. A. Forsaith.

Warroad, Minn.—Mr. Clapp, of Sterling, will have charge of the eltr. and lumber yard of the Canadian Eltr. Co.

Delavan, Minn.—Wm. Perrizo has filed a warranty deed for \$7,610, which leads to the report that he has disposed of his eltr.—\*

Winnebago City, Minn.—G. Masters has charge of the eltr. recently purchased by the St. John Grain Co., of Heron Lake.—\*

Plainview, Minn.—The Hall-Meachum Co. has contracted to deliver the bulk of its receipts, for some months to come, on a very profitable basis.—\*

Stanton, Minn.—A. W. Swinton, formerly with the Way-Johnson-Lee Co. at Elma, Ia., has bot a half interest in the eltr. of Phil S. Reed, secy. of the Way-Johnson-Lee Co. Mr. Swinton will manage the business.

Donaldson, Minn.—The eltr. of the St. Anthony & Dakota Eltr. Co., was damaged by fire Nov. 26, which was confined almost entirely to the engine room and office. All the books and records of the eltr. were destroyed.

Conger, Minn.—The eltr. of E. A. Brown burned recently, with 2,200 bus. of wheat, 1,400 bus. of barley, 250 bus. of oats, and 125 bus. of flax seed. Loss about \$5,000. The eltr. will probably be rebuilt as soon as the insurance is adjusted.

Truman, Minn., Dec. 4.—All grain is more or less damaged by the exceedingly wet season and work on the farm this season is far behind. Corn is better than last season; barley and oats worse; wheat a little better, with smaller acreage.—Orien Kruse.

Truman, Minn., Dec. 3.—Grain is being marketed very rapidly, 56 cars having been shipped from Truman during the month of November. Considerable corn will be sold as soon as it is fit to sell. No need of any being shipped in to feed this year.—H. H. Fuller, agt.

St. Paul, Minn.—Thirty-five hay dealers of St. Paul and Minneapolis met Nov. 27 at the Commercial Club and organized the Twin City Hay Dealers Assn., with C. G. Thayer pres., Harry Elliott vice pres., D. C. Hodgen, treas., and Hugo Schlenck, all of St. Paul.

Randolph, Minn., Dec. 1.—About 1-3 of the crop handled in this vicinity under

very favorable circumstances, both to farmer and grain dealer. This firm has shipped 11 cars of oats this fall and has a No. 2 white grade, showing that there are some first-class oats in the country, after all.—Reed & Hartz.

Duluth, Minn.—Edwards, Wood & Co., who were expelled from the Chicago Board of Trade, and whose trouble with the Milwaukee Chamber of Commerce ended with a supreme court decision against them, now are in danger of expulsion from the Duluth Board of Trade on charges which, if substantiated, will no doubt lead the Minneapolis Chamber of Commerce to take similar action. C. F. Staples, one of the Minnesota Railroad and Warehouse Commissioners, has been conducting a quiet investigation of the firm's alleged fraudulent operations. Complaints that the firm sold grain received on consignment at prices higher than those named in the returns made to the shippers were made by C. S. Morris, of Hope, N. D., and John Graham, of Devil's Lake, N. D. After the inquiry by Mr. Staples the state warehouse commission procured warrants for the arrest of the members of the firm—R. H. Edwards, Lewin A. Wood, and Forrest B. Wood.

## MISSOURI.

St. Louis, Mo.—The East St. Louis Eltr. is no longer regular on the Merchants Exchange.

Springfield, Mo.—The Ruxton-Wright Commission Co. has succeeded the Ruxton Commission Co.

St. Louis, Mo.—The directors of the Merchants Exchange raised the marginal price of wheat Dec. 3 from 83 to 86 cents.

St. Louis, Mo.—W. L. Green, Jr., has resigned his membership in the New York Produce Exchange and retired from business.

It is alleged that local agents on the central branch of the Missouri Pacific are refusing to accept consignments to Kansas City.

Kansas City, Mo.—The Great Western has promised to adjust its rates compared with Omaha as soon as the Waverly, cut-off has been completed.

Montrose, Mo., Dec. 5.—Our corn will all be used by local feeders this year. It is very soft, not over 10 per cent being merchantable.—Mann & Marsh.

St. Louis, Mo.—Deliveries of wheat on the first day of December aggregated 3,340,000 bus., practically all of it going to the bull pool, known as the Spencer-Millikin syndicate.

Kansas City, Mo.—The amendment to the rules of the Board of Trade allowing members of the Board to join the Grain Dealers National Assn. was adopted Nov. 30 without a dissenting vote.

Kansas City, Mo.—A large number of railroad officials attended the hearing of the Missouri Railroad Commission Nov. 30, on the contemplated reduction and adjustment of rates within the state.

Kansas City, Mo.—At the annual meeting of the Kansas City Hay Dealers' Assn., held Dec. 3, the following officers were elected: P. E. Drought, pres.; Jos. A. Stahl, vice-pres.; J. W. Lowe, secy.; Bert Sheldon, treas. The new arbitration committee is composed of R. C. Bell, F. W. Taylor, and J. T. Woolsey.

Kansas City, Mo.—The Commercial Club proposes to unite all shippers at that point in a plan to throw all their business



to any line that will provide ample transportation facilities for the city. United action will enable the transportation committee of the club to reward the line that meets its advances.

Springfield, Mo., Nov. 23.—New corn is beginning to move in this section and seems to be of good quality and well matured, tho the yield is not an average. The old wheat is pretty well out of the farmers' hands. New wheat is looking well with an average acreage. The oat crop in this section was very light and is about all marketed. Some northern oats being shipped in.—Ruxton-Wright Commission Co.

St. Louis, Mo.—The manipulation has worked a great hardship on the soft wheat mills and a broader market for delivery should be demanded in St. Louis to prevent market raids. Those mills still desiring the exclusive delivery of soft wheat on contract should have the privilege of so specifying. But for gambling purposes, where no qualities are specified, a broader market with hard wheat deliverable at a fixed differential is what is needed speedily.—Modern Miller.

St. Louis, Mo.—Uncommercial conduct is charged against John Thyson, of the Thyson Commission Co. by John Millikin, one of the bull clique. Millikin ordered 150,000 bus. of long wheat sold, and demanded his profits, amounting to about \$10,000. Mr. Thyson refused to turn over the profits on account of the market being manipulated. Until the grain had been delivered on the contracts Mr. Thyson would be unsecured in the event of the deal collapsing. The directors contented themselves with censuring Mr. Thyson, who may pay or not, as he chooses.

Columbia, Mo., Dec. 1.—During November many of the eastern and southern counties received less than 1 inch of rain and as a result wheat shows little growth and in some counties looks unpromising. In some portions the wheat sown the latter part of October is not up yet. Damage by fly is reported from many of the southern and central counties, but is not serious except in a few localities. Corn gathering is well advanced, but is too dry to handle without considerable loss to fodder. In some of the southern counties corn is reported to be of good quality, but in some of the northern and a few of the southwestern counties there is considerable that is not marketable. Corn remaining in the field is generally in good condition, except in some of the northern portions, where much is down.—Government Report.

## NEBRASKA.

St. Edward, Neb.—M. Cahill is mgr. of the St. Edwards Eltr. Co.

Superior, Neb.—J. C. Gilmore, of Gilmore & Elliott, died recently while at work in the eltr.

Ord, Neb.—The Jaques Grain Co. has built a corn crib with one portion of it exclusively for pop corn.

Yutan, Neb.—F. F. Montfort is mgr. for the Westbrook-Gibbons Grain Co., with Silas Knapp as assistant.

Murdock, Neb.—J. T. Evans will install a Howe Gasoline Engine, bot from the York Foundry & Engine Works.

Dalton, Neb.—The eltr. for the Hayes-Eames Eltr. Co. has been completed and W. S. Woolsey has taken charge.

Edholm, Neb.—The 30,000-bu. eltr. for

the Twamley-Dawson Grain Co. has been completed. Sol Sweeter is mgr.

So. Bend, Neb.—J. T. Evans will install a 1,000-bu. Howe Hopper Scale, furnished by the York Foundry & Engine Works.

Cozad, Neb.—H. J. Bovee, mgr. for the Omaha Eltr. Co., dropped dead Nov. 24. His death is ascribed to heart disease.

Cambridge, Neb.—Rankin Bros. have let the contract for an eltr. The equipment will be furnished by the York Foundry & Engine Works.

Edgar, Neb.—H. C. Hart has succeeded J. H. Pope, buying the eltr. for \$5,500. Mr. Hart formerly operated this eltr. for many years.

Omaha, Neb.—J. H. Buddenberg and C. H. Karff will build an eltr. on the Belt Line tracks. It will be 3 stories high and will cost not less than \$3,000.

Liberty, Neb.—The Farmers' Eltr. Co. will build an eltr. A Howe Gasoline Engine and Hopper and Wagon Scales will be installed by the York Foundry & Engine Works.

Pender, Neb.—Archie McCallum is trying to sell grain on track and has written to receivers for bids, but he does not appear to have any facilities for handling the business.—\*

Talmage, Neb.—L. L. Coryell, of Auburn, is building corn cribs with a total capacity of 10,000 bus. Machinery will be installed to elevate the corn from the wagons into the cribs.

Farwell, Neb.—John Irvine, who shipped a few cars last year, is regularly engaged in the grain business this season, although his facilities are at present confined to a small warehouse.—\*

Omaha, Neb.—The Grain Exchange has leased the hall in the Board of Trade building for one year at the nominal rental of \$1 per year. The first, second, and third floors are to be occupied wholly by firms doing a grain business.

Omaha, Neb.—Grain dealers are pleased at the low proportional rates recently made by the Missouri Pacific to St. Louis, Memphis and the gulf. It is said the Rock Island has made a rate of 9 cents to the Mississippi River and 14 cents to Chicago on wheat.

Omaha, Neb.—The Omaha Grain Terminal Co. completed its organization Nov. 25, with the Great Western road owner of the entire capital stock. A. B. Stickney is pres. and Nathan Merriam is a director. The company controls 33 acres suitable for eltrs., mills, and freight yards.

## NEW ENGLAND.

Portland, Me.—Jas. W. Morris, grain dealer, was burned out Dec. 2. Loss \$10,000; covered by insurance.

Boston, Mass.—A forfeited certificate of membership in the Chamber of Commerce was sold for \$235 recently at auction.

## NEW JERSEY.

Newark, N. J.—Elisha B. Gaddis, the last surviving senior partner of Wilkinson, Gaddis & Co., died Nov. 26 from heart failure, aged 57 years.

Jersey City, N. J.—The Calumet Grain Co. incorporated, \$125,000 capital, to deal in grain and provisions. Incorporators, Louis B. Dailey, H. O. Coughlan and Jos. M. Mitchell.

Jersey City, N. J., Dec. 5.—Oat receipts this week show a big increase from last;

the largest percentage is poor, the naturals weighing from 25 to 30 pounds. The clipped grades are principally barley mixtures; this class of goods has received a black eye in our market and a great deal has been rejected and is almost unsalable. There is a good demand, which is growing, for the good white oats of any grade, and we strongly advise shipment. Now that the river boats have discontinued running and with the prospect of feed and grain being higher, we look for a good, stiff hay market, as a rule, from now on. Long rye straw is scarce and held firmer at present prices; tangled and oat-straw will improve.—Carscallen & Cassidy.

## NEW YORK.

New York, N. Y.—Burns Bros., of Buffalo, have opened an office at New York, with Thos. Ricalton in charge.

New York, N. Y.—Robert S. Campbell, who claims to be a grain dealer, has been arrested on a charge of forgery in connection with a loan of \$5,000.

Mt. Vernon, N. Y.—John H. Brett incorporated, \$2,500 capital, to deal in grain, etc. Incorporators, John H. and Margaret Brett, Mt. Vernon, and Delia Nolan, New York City.

New York, N. Y.—The purchase of the high class insurance memberships and the assignment of the gratuities to the Exchange is proposed. The Produce Exchange would thus wipe out nearly \$10,000 of liabilities with each purchase; but legal authority must be found.

Buffalo, N. Y.—Grain receipts at Buffalo during November, as per the report of F. Howard Mason, secy. of the Chamber of Commerce, amounted to 9,324,643 bus. of wheat, 5,173,166 bus. of corn, 2,548,396 bus. of oats, 3,189,357 bus. of barley and 661,872 bus. of rye; compared with 11,482,714 bus. of wheat, 2,720,505 bus. of corn, 2,826,642 bus. of oats, 2,984,513 bus. of barley and 710,998 bus. of rye for November, 1902.

## BUFFALO LETTER.

Corn is arriving freely on track; oats are coming slow, though they are not as scarce as wheat.

Chief Grain Inspector Shanahan of the Chamber of Commerce has been on the sick list for a few days, but has returned to business again.

F. A. Dole has his new malt house in the south part of the city well under way and expects to be ready for business about two months hence.

The annual dinner of the Chamber of Commerce Dec. 19 is expected to be largely attended. Both President Roosevelt and Governor Odell were invited.

It is to be hoped that Kansas wheat will stand by us. It is not a favorite by any means, and has to be sold about 4 cents lower than No. 2 red wheat, but it may in that way find its way to favor.

Millers managed to stock up early in both winter and spring wheat or there would have been trouble in that regard. Some days there is no winter wheat coming in by rail and often there is no white quoted.

The cold weather has caused a great loss to grain shippers by the unexpected freezing up of the canal. It is said that there is a million dollars' worth of property detained in this way. Not for 20 years has the canal been closed by ice so early in the season. About 500,000 bus. of grain is held. Every effort was made



by state tugs and other means at hand to liberate the boats, but they had to be abandoned.

Preparatory to moving their business office to the Chamber of Commerce Building the Whitney-Eckstein Seed Co. is moving its warehouse and operating department to the Lake Shore crossing of Perry street, where it will find ample shipping accommodations.

Some hitch having developed in the car transfer business the Lake Shore railroad has posted a notice of refusal to accept cars for transfer from other roads, to be taken to the Iron Eltr. Co.'s transfer unless the owner of the grain notifies the transfer house and the order comes from that source.

The trunk line roads have issued the regular winter tariff rate on grain and grain products of 11 cents per hundred from Buffalo to New York, 10½ cents to Philadelphia, and 13 cents to Boston. These rates have prevailed for some time and are possible only because the canal is closed.

The amount of grain received here by lake this season will be about the same as last season. Had the northwestern wheat been a good average crop the receipts would have been more than almost ever before. The usual failure of the roads to keep the eltrs. free has effected quite a heavy diversion to way ports.

James Kennedy, for a long time manager of the harbor eltr. scooper gangs, and one of the best-known men in grain and vessel circles in the city, died on Nov. 30, aged 59. For a long time he handled all the grain that came into Buffalo harbor and a great part of the package freight, so that he was known all along the lakes. He was a very quiet man, but was a leader in politics as well as business, but did not care to hold office. His funeral on the 4th was the largest attended in Buffalo for years, friends being present from distant parts of the country.—J.

## NORTH AND SOUTH DAKOTA

West Hope, N. D.—Jas. McCabe is building a 35,000-bu. eltr.

Howard, S. D.—M. J. Winchell has resigned his position as mgr. for C. J. Henderson.

Artesian, S. D.—W. C. Bucher is mgr. for the Farmers' Shipping & Purchasing Co.—T.

Revillo, S. D.—A. C. Ohrmundt, of Echo, Minn., is mgr. of the eltr. for the Pacific Eltr. Co.

Fedora, S. D.—A. W. Fox is mgr. for the Farmers' Shipping & Purchasing Co., of Artesian.—T.

Groton, S. D.—The eltr. for the Farmers' Eltr. Co. has been completed and J. Kohloff is now in charge.

Portal, N. D.—L. A. Grant, who was formerly engaged in the grain business at Reinbeck, Ia., is now located here.

Lesterville, S. D.—Frank Chladek has succeeded Chladek & Kolda. Adam Mehner is agt. for J. H. Dickson.—\*

Pembina, N. D.—The eltr. of the Monarch Eltr. Co. was damaged by fire recently to the extent of about \$100.

Burton sta., Bard P. O., S. D.—A. D. McNary is shipping grain, but has no adequate facilities for carrying on the business.—\*

Lawton, N. D.—The 20,000-bu. eltr. for the M. F. Swanson Eltr. Co., of Michi-

gan City, has been completed by the Younglove & Boggess Co.

Fargo, N. D.—The Tri-State Grain & Stock Growers' convention will be held at Fargo January 19 to 23rd. A seed exchange will be a factor of the meeting.

Astoria, S. D.—An expert accountant has been employed by the Farmers' Eltr. Co. to straighten out the tangle in its books. A shortage was suspected.

Spencer, S. D.—J. H. Slattery, a hotel-keeper of this place, has applied to Minneapolis commission merchants for market reports and been turned down. He is now writing to other markets.—\*

Viborg, S. D.—The Merchants' Grain & Stock Co. incorporated, \$5,000 capital. The company intends building an eltr. in the spring, but for the present has purchased a track loader, to oppose the regular dealers. The officers of the company are: Paul Hanson, pres.; H. C. Christensen, vice-pres.; C. M. Sorensen, treas.; F. L. Larsen, secy.

## NORTHWEST.

Helena, Mont.—Harry V. Warnock, manager of the Western Grain & Stock Exchange, is charged by a customer with larceny as bailee. He gave bonds to appear for trial.

Livingston, Mont.—The ranchmen of Shields' River valley have started a move to construct a flour mill and eltr. at Hyde Park, a new town in the center of a stock-raising and agricultural district. Work has already been begun on the eltr. site.—R. E. W.

## OHIO.

Sandusky, O.—T. C. Adams is dead.

Rushsylvania, O.—John D. Stephenson has succeeded Stephenson Bros.—\*

Edison, O.—Hilderbrand & Blair have bot the warehouse of E. F. Sherman, who has discontinued at Edison.

Pemberton, O.—Mr. Shanely has succeeded Harbour & Shanely, having bot the interest of Mr. Harbour.

Hanover, O.—The eltr. of the Heyman Milling Co. burned Nov. 27 with 7,000 bus. of grain. Loss, \$40,000.

Kingston, O.—Nelson Dresbach has bot for \$4,000 the eltr. of A. Raub, but the transfer has not been completed.

Wharton, O.—Perry C. Miller, of Celina, has bot the farmers' mill and eltr., which cost \$14,000 when built.

Columbus, O.—W. A. Hardesty, of the Hardesty Milling Co., which succeeded Hardesty Bros. some time ago, died recently.

New Carlisle, O.—I feel that there was never a dollar better spent than for the valuable Grain Dealers' Journal.—S. A. Muff.

Middlepoint, O.—H. G. Pollock was in Chicago last week to buy oats, but found them to be higher in the western metropolises than at home.

Leesburg, O.—Barrett & Henderson, grain dealers operating the 30,000-bu eltr., will build a 40-barrel flouring mill during the coming season.

Chillicothe, O., Dec. 2.—Very little grain moving in this section. Are only having about 60 per cent of a crop in this valley.—Scioto Grain Co.

Morral, O.—The Morral Lumber & Eltr. Co. states that it has contracted for the erection of a 25,000-bu eltr. at Agosta. It will also build at Tobias next year.

Hicksville, O.—Earl C. Bear, formerly with Woodbury & Files at Matthews, Ind., has bot the eltr. of the B. & O. Ry. He will enlarge the eltr. and equip it with modern machinery.

Lakeville sta., Plimpton P. O., O., Nov. 28.—Our wheat crop was very good; quality fine. Oats light crop; not much to spare. Corn a fair crop. Very little corn will be shipped from here.—J. W. Horn, Horn & Smyser.

Burkettsville, O., Nov. 27.—Corn husking is not half done yet; not yielding near as much per acre as expected. Corn rather damp yet; not much going to market; farmers holding for higher prices.—S. S. Earhart.

Leipsic, O.—Suit against the Northwestern Ohio Grain Dealers' Assn. and the C., H. & D. R. R. Co. has been brot by Gallogly & Firestone, irregular dealers, alleging an unlawful agreement not to furnish Gallogly & Firestone with cars.

Columbus, O.—The condition of wheat Dec. 1 was 78 per cent, compared with 81 per cent Nov. 1, as reported by the Ohio State Board of Agriculture. Hessian fly damaged the growing crop 2 per cent and the white grub 1 per cent. The yield of corn was 29 bus. per acre, or 87,107,000 bus.

Toledo, O.—The Toledo Salvage Co. bot for \$2,700 the wet barley and oats from the steamer Gladstone, which sank in collision. James R. Mason and Otis Beverstock of the Toledo Salvage Co. went to Detroit to superintend the loading of the wet grain into cars for shipment to its eltr. at Toledo. The cargo is expected to fill 125 cars.

Toledo, O.—Grain receipts at Toledo during the months of November were: Wheat, 356,000 bus.; corn, 856,000 bus.; oats, 743,000 bus.; barley, 3,000 bus.; rye, 17,100 bus.; compared with 889,800 bus. of wheat, 884,500 bus. of corn, 376,100 bus. of oats, 950 bus. of barley and 24,400 bus. of rye for November, 1902. Shipments for November were 63,612 bus. of wheat, 779,180 bus. of corn, 514,074 bus. of oats, 2,503 bus. of barley and 17,265 bus. of rye; compared with 621,717 bus. of wheat, 603,050 bus. of corn, 353,980 bus. of oats, 22,240 bus. of barley and 33,180 bus. of rye for November last year, as reported by A. Gassaway, secy. of the Toledo Produce Exchange.

## TOLEDO LETTER.

Toledo, O.—The safe of the Miami Maize Co. was broken open and \$13.75 in cash taken Nov. 26th.

Fremont, O.—Monroe Wolfe, son of Jessiah Wolfe, grain dealer at Lindsay, O., is missing, and with him went \$240 in cash belonging to his brother, C. C. Wolfe.

Toledo, O.—The Wheeling & Lake Erie railroad bridge was run into by the steamer Slocum Nov. 12 and seriously damaged, delaying the S. C. Reynolds of the Wabash Line, with 50,000 bus. of corn for 4 days.

Toledo, O.—The Toledo Grain & Milling Co. has about completed a new grain eltr. at Waterville. It is a frame structure, 42 by 22 feet, capacity 30,000 bus. Cribs having a capacity for 15,000 bus. have also been erected. Cost, \$4,500.

Toledo, O.—The wheat receipts of Toledo harbor for November, 1903, were 90,600 bus.; flaxseed 212,096 bus. Wheat receipts for the corresponding month of last year were 82,156 bus.; flaxseed, 180,000 bus. Clearances for November, 1903,



were: Corn, 244,501 bus. For the corresponding month last year: Corn, 444,000 bus.; wheat, 454,400 bus.

Findlay, O.—Patrick McIntyre, of Van Wert, a carpenter employed in the erection of the new eltr. for J. W. McMillen Co. at Grover Hill, met death Nov. 25th by falling from the upper part of the structure to the ground, a distance of about 35 ft. Two men killed, two others seriously hurt, and two eltrs. destroyed by fire, is the record of this unfortunate spot for the past 3 years.

Northwestern Ohio grain dealers have been experiencing some trouble with track buyers. The "thorn in their flesh" is Leipsic, where a track buyer has been offering rather exorbitant prices for new corn. The track buyer at Leipsic and adjacent points has been offering 55c. The experienced eltr. men, having had to deal with track buyers during previous years, have eluded the latter, while those of less experience have been trying to compete, going as high as 50c. The best way to kill off the track buyers is to let them have all of the early market, fill them up brimful. The track buyers are handling the corn at a great risk and loss, as the product in this section is poor at many points at this time of the year, and is not well matured.

Toledo, O.—"I guess Toledo is losing her grip on the grain business," said T. J. Southard, vessel agent, the other day. The receipts for wheat for the past six months have ranged from as low as three cars to 148 cars per day. The receipts for corn have ranged from 5 to 138 cars per day for the same period of time. The receipts for wheat, corn, oats, rye, and barley have never been higher than 334 cars for one day during the past six months. Grain men assert that this shows a wonderful decrease from shipments of former years, when it was a common thing for Toledo to receive 1,000 cars of grain per day. Heretofore the Wabash line has had all its vessels in service throughout the season. This year only two boats out of four have been pressed into service, and they have been running light. The two other boats were not fitted out at all. The business of the Montreal line of boats has also been light for the season, as compared with previous years.—D.

## OKLAHOMA

Gage, Okla.—Bishop & Son have succeeded R. J. Bishop.—\*

Morrison, Okla.—G. A. Abbott, dealer in lumber, has engaged in the grain shipping business.

Oklahoma, Okla., Dec. 1.—Wheat up is generally looking well in Okla. and Indian Territory but needs rain; some counties report damage by drought and freeze; wheat pasturage cut short by drought.—Government Report.

## PACIFIC COAST.

Idaho Falls, Idaho.—Grain shippers are suffering from a shortage of cars.

Sprague, Wash.—The Tacoma Grain Co. has closed its warehouse at Sprague.

Moscow, Idaho.—The eltr. of H. W. Howard, on the N. P. Ry., burned recently.

Lamar, Wash.—Walter A. Goss, of Portland, has bot the mill and warehouse of the Riverside Mill & Eltr. Co.

Wilbur, Wash., Nov. 23.—Of the crop of 1903, 90 per cent has already been de-

livered. It was 25 per cent short of that of 1902.—J. J. Montgomery.

Wilbur, Wash.—The Farmers' Eltr. Co. has just completed its eltr. H. M. Manson will build an eltr. next year.

San Francisco, Cal.—Leo V. Starr and F. W. Dulfer, Jr., have combined and will conduct a general brokerage business in grain, stocks and bonds, oil, etc., with offices at 219 Sansome st.

The prevailing low price of flaxseed is expected to kill the growing of that crop in the Pacific northwest. Coming after a 25 per cent reduction in the crop this year compared with 1902 the next crop will be of no commercial importance.

San Francisco, Cal., Dec. 1.—Owing to recent rains soil is in excellent condition for cultivation in northern and central portions, and plowing and seeding are progressing rapidly; in southern San Joaquin valley and southern California it is too dry for plowing; early sown wheat is up and doing well.—Government Report.

## PACIFIC COAST LETTER.

The charter situation shows no marked improvement.

San Francisco local grain and speculative markets are still inactive and business is very quiet.

Puget Sound farmers and dealers are shipping considerable quantities of grain, particularly oats, to San Francisco.

San Francisco.—Fairfax H. Wheelan, vice-president Southern Pacific Milling Co., has left for an extended trip east.

Portland.—Flour business on Oriental account is picking up again, and millers have their full output placed for several months ahead.

Portland.—The largest single shipment of flour from the coast left Portland recently on the steamer Algoa for Oriental ports. The cargo consisted of 85,000 barrels.

San Francisco.—S. K. Thorpe, representing Strauss & Co., London brewers on the Pacific Coast, has about finished loading his barley ships for this season and will shortly leave for England.

San Francisco.—Henry J. Crocker, member Merchants Exchange, and T. Cary Friedlander, Secy. Merchants Exchange, nominees for mayor and supervisor respectively, were defeated at the polls by heavy majorities.

The oat market in the Puget Sound country is very slow and the crop is being sold at very low figures. Owing to heavy rains which came on before harvesting and threshing were completed, a large portion of the oat crop was wet in stack before threshing; hence offerings of damaged oats are very heavy and they have become a drug on the market. Prices range from \$19 to \$22 a ton f. o. b. Puget Sound.—R. E. W.

## PENNSYLVANIA.

Philadelphia, Pa.—E. Eldridge Pen-nock was married recently to Miss Susan B. Reeves, of Germantown.

Philadelphia, Pa.—S. F. Scattergood & Co. will conduct a general wholesale and commission business in grain, feed, hay and straw, with office at 480 Bourse building.

Gap, Pa.—The Jos. C. Walker & Sons Co. incorporated, \$25,000 capital, to deal in grain, feed, machinery, lumber, coal,

etc.—Incorporators, Jos. C. Walker, E. Enfield Walker and Wm. J. Walker.

Philadelphia, Pa., Dec. 2.—The situation in this market is dominated by the new local corn, which is of poor quality, necessitating early consumption. The result is the feeding of this to the exclusion, as far as possible, of all other kinds of feed. We notice a better demand for oats today, but buyers' ideas are still below western values. Hay and straw are in liberal supply with light demand. Feed has a better inquiry, but the demand is principally for transit goods. Consignments of old yellow corn will probably bring good results.—L. J. Logan & Co.

## SOUTHEAST.

St. Mary's, Va.—Chas. Wolohan, of Birch Run, Mich., is suing a local firm in an attempt to collect for shipments of hay.

The total production of lint cotton is estimated at 4,889,796,267 pounds, an average of 174.5 pounds per acre, reports Edwin S. Holmes, Jr., associate statistician of the Bureau of Statistics, in his report issued Dec. 3. The estimated production by acre is 180 pounds in Virginia, 210 in No. Carolina, 178 in So. Carolina, 200 in Tennessee, 158 in Georgia, 142 in Florida, 161 in Alabama and 211 in Tennessee.

## SOUTHWEST.

New Orleans, La.—Esteve Bros. & Co. have succeeded L. Esteve & Co.—\*

New Orleans, La.—Meetings were held recently by the Rice Assn. in the Board of Trade, and the rice millers at the St. Charles hotel.

New Orleans, La.—Gov. Heard has called a special session of the legislature to enact a law prohibiting the shipment of all kinds of seeds from Texas into Louisiana.

New Orleans, La.—The Boll Weevil Convention held sessions Nov. 30 and Dec. 1, and advocated vigorous measures to stamp out the pest, even to establishing a quarantine against all Texas goods.

Edwin S. Holmes, Jr., associate statistician of the Bureau of Statistics, in his report issued Dec. 3 estimates the total production of lint cotton at 4,889,796,267 pounds, with the average production per acre at 223 pounds in Louisiana, 143 in Texas, 196 in Arkansas, 232 in Missouri, 223 in Oklahoma and 231 in Indian Territory.

New Orleans, La.—The directors of the Board of Trade have unanimously approved the proposition to consolidate with the Merchants' and Maritime Exchange, previously accepted by the latter, which will become a branch of the Board of Trade with an assistant secy. The amalgamation is to be ratified by a vote of the members, and when it becomes effective, Jan. 1, will dispose of the dual grain inspection.

New Orleans, La.—During the month of November 972,040 bus. of wheat and 8,742 bus. of corn were exported from New Orleans; compared with 1,697,922 bus. of wheat and no corn during November, 1902, as reported by W. L. Richeson, chief inspector of the New Orleans Maritime & Merchants' Exchange. Of the total cleared during November 815,896 bus. were inspected by the Exchange and of the 216,000 bus. on board but not cleared 136,000 bus. have been inspected by it.



## TENNESSEE

Hopkinsville, Tenn.—A new plant is being erected by the Acme Mills & Eltr. Co.—\*

Lewisburg, Tenn.—T. M. Crockett will succeed W. A. Bills as general mgr. of the Lewisburg Mill & Eltr. Co.—\*

Nashville, Tenn.—The L. & N. road is considering abolishing the privilege of reconsigning flour at Nashville.

Murfreesboro, Tenn.—J. H. Overall & Co. have purchased the site formerly occupied by the plant of the Belmont Milling Co. and will build a grain eltr., corn mill and warehouse.

Nashville, Tenn.—At the Ryman Eltr. a belt conveyor is being installed for loading and unloading grain from boats and barges. When installed it will unload about 1,200 bags of grain an hour.

Memphis, Tenn.—An investigation of terminal methods and facilities at Memphis was made Dec. 8 and 9 by the secy. of the National Assn. and the secys. of several state grain dealers' assns. The Merchants' Exchange appointed a committee to meet and entertain the visiting secys. and show them about the city. In making this investigation the secretaries will have for their object the securing of information as to the desirability of making this point a primary shipping and distributing center, says the Memphis News. In other cities some difficulties have been had by shippers of grain, and it is believed the present trip is being made for the purpose of establishing connections here which will obviate the necessity of distributing from certain centers.

## TEXAS.

Waco, Tex.—The Seley & Early Grain Co. will enlarge its eltr.

Abbott, Tex.—W. M. Walker, who has been reported for refusing to arbitrate, is now doing business at the same place under the name of his father-in-law, Mr. Ivey.

Brandon, Tex.—The members of the Brandon Hardware Co., which has refused to arbitrate, A. L. Smith and J. R. Thompson, are in the hardware business at Hillsboro.

Hereafter everyone passing into Louisiana from Texas will be searched for boll weevil and whenever found, the weevil will be killed, regardless of cost or the humane societies.

Dallas, Tex.—The arbitration committee of the Texas Grain Dealers' Assn. will hold a meeting at the Oriental hotel, Dallas, Dec. 11, to dispose of a number of important cases.

Austin, Tex.—The Railroad Commission Nov. 27 authorized the Fort Worth and Denver City and Wichita Valley railways to protect on car load shipments of hay between all points on said lines, on cars 34 feet in length, the established minimum weight for cars 33 feet in length.

Fort Worth, Tex.—Grain shippers are objecting strongly to the proposed legislation by Louisiana to prohibit the shipment of grain from Texas into Louisiana, on account of the boll weevil in Texas. Fortunately Texas is able to consume most of her own grain and can easily ship to Galveston for export instead of to New Orleans.

Galveston, Tex.—The grain exports during November, as reported by C. McD. Robinson, chief inspector of the Board of Trade, were 1,726,000 bus. of

wheat and 241,886 bus. of corn; compared with 744,220 bus. of wheat and 306,365 bus. of corn during November, 1902. Exports since Sept. 1 have amounted to 6,964,631 bus. of wheat and 646,629 bus. of corn; compared with 5,224,900 bus. of wheat and 329,680 bus. of corn during the corresponding period of last year.

## TEXAS LETTER.

Houston, Tex.—The Lane City Rice Milling Co. has increased its capital from \$100,000 to \$200,000.

Orange, Texas.—The rice warehouse of S. H. Wilson, 10 miles from Orange, burned Dec. 3, with about \$7,000 worth of rice. Insurance, \$5,000.

Temple, Tex.—Some of the farmers have received samples of a new grain, speltz, from Russia. This grain closely resembles barley and its development will be watched with interest.

Not much of the Texas crop which has been held is being exported, as the prices paid for wheat at the interior points is much above the export price at seaboard and quotations on wheat in Dallas and other points near by are running from 82 to 85 cents, millers taking all offerings.

Implement houses of Dallas are receiving from western Texas more orders for steam plowing outfits than they can fill, one house alone in Dallas having placed 15 of these outfits in the past week. This would indicate that the acreage in grain, for which purpose these outfits are used, will be largely increased. They also report that the trade from all over the state on disc plows is enormous and that the increase in grain the next season will be wonderful.—J. S. W.

## WISCONSIN.

Milwaukee, Wis.—Memberships in the Chamber of Commerce are selling at \$525.

West Superior, Wis.—The Omaha Road has appealed to the supreme court in the eltr. tax case.

Pepin, Wis.—The eltr. of E. H. Pfaff burned Nov. 29 with 2,000 bus. of grain owned by Paul Huefner, of Fountain City. Loss on building, \$3,000; insurance, \$1,500. The grain was valued at \$1,000.

Milwaukee, Wis.—Weyer & Co., grain dealers of Lomira, Wis., have brot suit against Karger Bros., alleging of the hundreds of cars sold under consignment during the past three years a few have not been paid for by Karger Bros.

Milwaukee, Wis.—John Shea, a member of the Chamber of Commerce and a pioneer grain dealer and commission man, died Dec. 3. Mr. Shea has been in ill health for a long time and had not been on the floor of the Chamber of Commerce for nearly 12 years.

Milwaukee, Wis.—Several boy messengers under legal age have been refused admission to the floor of the Chamber of Commerce at the instance of State Factory Inspector Backus. Boys having permits will be required to register them with Secy. W. J. Langson of the Chamber.

## MILWAUKEE LETTER.

Hilbert, Wis.—Jos. Marx is operating an eltr. at this place.

Elkhorn, Wis.—The Elkhorn Lumber Co. is the regular grain dealer at this station.

Delavan, Wis.—N. W. Hoag has continued his arrangement with the Milwau-

kee Eltr. Co. this season to buy barley on commission.

Tomah, Wis.—W. H. Licht is shipping grain for the account of the Tomah Cash Merc. Co.

Stockton, Wis.—A. W. Breitenstein is the local representative of E. M. Copps & Co., of Stevens Point.

Fremont, Wis.—Geo. H. Dobbins will ship grain from Fremont during the winter months.

Grain shipments from the port of Milwaukee the past year exceed the total shipments for last year by 4,615,138 bus.

Medina, Wis.—G. A. Ruhmer, who has been buying for a Chicago company, is understood to be doing so for his own account this season.

Atwater, Wis.—Gustav Beske, who now owns the eltr. formerly belonging to F. S. Jacobs, is buying grain for the Milwaukee Eltr. Co.

The application for membership in the Chamber of Commerce, of J. S. Ramage, who bot W. N. Fitzgerald's certificate, has been approved by the directors.

The Chamber of Commerce will probably be closed on the Saturdays following Christmas and New Year's, if the recommendation of the directors is followed.

Oliver E. Parsons, son of E. B. Parsons, the veteran commission merchant, has gone to Pueblo, Colo., for his health and will engage in business there.

S. G. Courteen, pres. of the Chamber of Commerce, was called on the second panel and will serve as a grand jurymen, his excuse of being a quasi-public official not having been accepted.

Campbellsport, Wis.—H. F. Sackett and John Baumhardt, the regular grain dealers at this station, have formed a partnership, and the firm will be known as Baumhardt & Sackett.

Greenleaf, Wis.—David Patterson, who has an eltr. at this place, is the only regular dealer, altho others have at various times obtained market reports on the claim that they were such.

Bear Creek, Welcome P. O., Wis.—The P. D. Murphy Gr. & Merc. Co. has rebuilt the plant which was destroyed by fire and is again shipping grain and seeds. It operates a warehouse and feed mill in connection with its new eltr.

Geo. Zimmerman, who buys barley on 'Change for the Milwaukee Malting Co., of which he is pres., is receiving hearty commendation for his pluck in publicly denouncing the boodlers at the City Hall, to whom he was compelled to pay \$1,000 as a bribe for permission to lay a side-track.

The steamer W. W. Brown cleared for Buffalo with one of the largest cargoes of grain ever shipped from Milwaukee. It contained 100,000 bus. of barley, 50,000 bus. of oats and 40,000 bus. of rye. The cargo was shipped by the Milwaukee Eltr. Co. and consigned to Waters & Co., Buffalo.

Representatives of the railway lines centering in Milwaukee say that there is no car famine or even shortage here, but that on the contrary all business in this city is being handled promptly. The speedy unloading of cars, occasioned by the collection of demurrage in all cases of delay, without fear or favor, is held to contribute mainly to the satisfactory conditions here.

At the noon session of the Chamber of Commerce, Nov. 30th, Pres. Courteen announced the death of M. Fichtenberg,



who had been a member since 1895. Because of the difficulty in calling the option traders to order Mr. Courteen suspended Walter Kassuba, v. p. of the Kassuba Commission Co., for 1 week, as he was the last one to heed the pounding of the gavel and continued his efforts to make one more trade. This action was the first of its kind here for several years.

Everyone here is delighted with the announcement that Milwaukee has been selected for the next Grain Dealers' National Convention, to be held in the fall of 1904, and the committee sent to Chicago to argue the advantages of this city was uproariously greeted on its return, a hearty "Wilkommen" being extended to each member as he stepped on the floor. Those who come here next year will find that Milwaukee is famous for many things other than the beverage with which "Schlitz" is presumed to have made it renowned. A "high-time," as we Germans say, can be safely promised.

National inspection of grain is not approved by the Milwaukee Chamber of Commerce. At a special meeting of the board of directors a resolution was adopted to the effect that such a system would be impracticable, owing to the wide variations in the quality of grain raised in different sections and on different kinds of soil. Resolutions petitioning Congress to enact legislation broadening the powers of the Interstate Commerce Commission, which had been postponed from the regular meeting of the board, were adopted by a unanimous vote, and a resolution approving the post check currency plan was also adopted.

There has been very little change in the condition of the market here since the Journal was last issued. Owing to the small movement at interior stations receipts have fallen off largely; but even with lighter offerings everything except choice grain shows a tendency to drag, for the quality of what has been marketed thus far this season is such as to discourage buyers. Sound, dry milling wheat and rye, good malting barley, and feed grains suitable for the local trade continue in excellent demand; but the receiver's heart is gladdened by comparatively few samples of that description. A dullness pervades the present season's business which it seems impossible to shake off.—T.



The Bear Has Been Getting "Soaked" Lately.  
—Zahn & Co.

## Supply Trade

Never give a nice publication or pamphlet more than one fold—either roll it one way or mail it in a flat wrapper.—The Advisor.

Manufacturers will be glad to learn that a Chicago judge has held a union liable to a fine of \$1 to \$5,000 for the illegal acts of its pickets and agents.

The Hartford Blower Co., of Hartford, Conn., manufacturers of the Hartford Dust Collector, has received a third order from the L. S. Starrett Co., of Athol, Mass.

Edwin Reynolds, consulting engineer of the Allis-Chalmers Co., was sadly bereaved recently by the death of his beloved wife at her summer home near Mansfield, Conn.

The Perfection Grain Drier Co. has succeeded Tweedale & Harvey, of Chicago, Ill., and will continue the manufacture and sale of the Perfection Grain Drier under the old management.

S. A. Friedman, of the Maroa Mfg. Co., Maroa, Ill., reports business good. He says his company is manufacturing a large reserve stock of Boss Car Loaders and is able to fill orders same day received.

Fairbanks, Morse & Co. have cut the wages of 1,200 employees in their gasoline engine works at Beloit, Wis., 7½ per cent as a measure of retrenchment, after the plant had been closed several weeks.

J. L. Record, of the Barnett & Record Co., elevator builders of Minneapolis, Minn., has been appointed a member of the executive committee of the Citizens Industrial Alliance, which is combating the exactions of organized labor.

The Webster Mfg. Co. has been incorporated at Chicago, Ill., to manufacture machinery, engines and electrical appliances. The capital stock is \$30,000; and the incorporators are Towner K. Webster, A. T. Perkins and John P. Lenox.

Jeffrey Coal Washing Machinery is fully described and illustrated in Catalog No. 52 of the Jeffrey Mfg. Co., of Columbus, O. Like all the Jeffrey catalogs this 76-page pamphlet is beautifully printed on good paper, the half-tone engravings being well executed.

E. & T. Fairbanks & Co., of St. Johnsbury, Vt., have issued a handsomely illustrated pamphlet entitled "The Handling of Grain and Modern Methods of Weighing," showing the beams used on track, wagon and hopper scales, and the mechanism of the registering beam. The methods of handling grain received at Minneapolis are described in an entertaining style.

E. Lee Heidenreich, grain elevator designer and builder, Chicago, Ill., is the author of a treatise on armored concrete constructions, to contain 500 to 700 pages with over 400 illustrations and diagrams, including a chapter on cluster construction, grain elevators, cement and other storage. The book will soon be issued from the press of Cement and Engineering News, Chicago.

Every business house maintaining a number of salesmen on the road has in



To Owners of Gasoline Engines, Automobiles, Launches, Etc.

**The Auto-Sparker**

does away entirely with all starting and running batteries, their annoyance and expense. No belt—no switch—no batteries. Can be attached to any engine now using batteries. Fully guaranteed; write for descriptive catalog.

Motsinger Device Mfg. Co.  
88 Main Street, Pendleton, Ind.

## DO YOU NEED HOCKING COAL?

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**VAN AUKEN-SMITH  
Coal Co.  
MILWAUKEE, WIS.**

**WE CAN SELL  
HIGH-GRADE COAL  
AT LOW PRICES**

FOR we are

**Not in the Trust**

## READERS

are pleased, informed or set thinking

WHEN anyone identified with the grain trade gives his views or experiences.

OFTEN they respond with their views, or a narration of their experiences.

Do you want to read them?

Then write to the Grain Dealers Journal.

To-day.

## A PARTNER

**HELP or a POSITION,**  
can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.



this organization the possibilities of an important aid to the advertising manager. Too often these possibilities are not realized. No effort is made to utilize the expert knowledge which a good traveling man has of his particular field. The valuable information which he gains in making his daily rounds is allowed to remain in his individual possession, whereas it should be turned in as part of the assets of the house.—Printers' Ink.

The Hess Warming & Ventilating Co., of Chicago, Ill., reports a constant demand for large driers. The new corn has been a disappointment as far as quality is concerned and can be made merchantable only by the drying process. Corn driers are running day and night. Besides several driers installed last spring the company is at work on two large machines for the Peavey interests, one at Omaha and one at Kansas City, Mo., and one for the Duff Grain Co., Nebraska City. Negotiations are pending for the erection of several more in Kansas, Iowa, Nebraska, Missouri and Indiana for the principal elevator operators.

## Seeds

The Mann Seed Co., of Portland, Ore., has failed.—\*

Clay County, Ill., is a large country market for red top seed.

The yield of this year's crop of flaxseed in Kansas is 606,214 bus.

The Leonard Seed Co., of Chicago, Ill., is installing 20 bean picking machines.

The yield of millet and Hungarian seed in Kansas of the crop of 1903 is 549,163 tons.

About 92 per cent of the clover seed crop has left farmers' hands, reports Justin Brewer of Ada, O.—D.

The receipts of alsike at Toledo for the season prior to Dec. 5 have been 4,473 bags, against 9,090 bags a year ago.—D.

Seed exports from Baltimore during the week ending Dec. 4 amounted to 1,584 bus. of clover seed and 1,884 bus. of timothy seed.

Millet seed in its natural condition is free of duty as grass seed, state the U. S. General Appraisers, in sustaining the protest of J. C. Edwards at San Francisco, Cal.

The Missouri Valley Seed Co. has been incorporated at St. Joseph, Mo. The capital stock is \$10,000, and the incorporators are A. G. Samuels, L. O. Weakly and Walter Cash.

J. W. Horn, of Horn & Smyser, Lakeville, O., reports that the clover seed crop in that vicinity will be but little more than will be used for retail there and the quality is not very good.

The clover seed crop in Ohio, as reported by the Ohio State Board of Agriculture, yielded only 1.30 bus. per acre; compared with 1.49 bus. for last year and 1.52 bus. for 2 years ago.

The League of Wholesale Seedsmen protests against the distribution of seeds by the Agricultural Department to the farmers. They needn't worry; the seeds rarely come up.—New York Times.

Clover seed exports generally include both red and alsike. They are generally fair from October to April. There was a little taken early this season at the low

prices, but none since on the bulge.—C. A. King & Co.

Matt Fitzpatrick, of Stewartville, Minn., who formerly bot seeds for the Winona Seed Co., will operate independently of them this season, and they have secured a warehouse and installed an agent of their own. Mr. F. will also buy grain for shipment, as in past years.—\*

Trading in alsike at Toledo is very light, in fact very poor; prime, \$6.60 nominal; receipts for the season thus far, 4,418 bags, against 8,930 bags for the corresponding time last season. The timothy seed market is very quiet and little doing. Prime, \$1.37½. Export for last week was 2,410 bags.—D.

F. Howard Mason, secy. of the Buffalo Chamber of Commerce, reports receipts of seeds at Buffalo during November as 3,317,300 bus. of flaxseed and 87,504 bus. of grass seed, other than clover and timothy; compared with 3,989,310 bus. of flaxseed and 84,207 bus. of grass seed, other than clover and timothy, for November last year.

Clover seed receipts at Toledo during the week ending Dec. 5 were 2,080 bags; compared with 2,700 bags during the corresponding week of 1902. Receipts for the season have been 77,219 bags; compared with 58,890 bags for last season. Shipments during the week ending Dec. 5 were 1,288 bags; compared with 1,100 bags during the corresponding week of 1902. Shipments for the season have been 10,975 bags; compared with 10,800 bags for last season.

A rapid method of drying seed corn has been devised by W. M. Lewis of New Hartford, Ia. The pith is bored out of the wet cobs, taking out part of the moisture and permitting the air to circulate and dry out the cob. The butt of the ear is placed on a drill bit projecting up from a strong table containing the gearing. Power is supplied by a 1-horse tread power. The rapidly revolving bit hollows the cob to the tip. One man will handle 20 or 25 bus. per day.

Clover seed receipts during November at 3 leading markets were: Toledo, 18,000 bags; Chicago, 4,300, and Milwaukee, 1,300 bags; compared with 21,400 bags at Toledo, 13,400 bags at Chicago and 5,000 bags at Milwaukee during November, 1902. Shipments during November were 2,000 bags at Toledo, 3,700 bags at Chicago and 200 bags at Milwaukee; compared with 3,200 bags at Toledo, 4,000 bags at Chicago and 5,000 bags at Milwaukee during November last year.

The seed trade at Evansville just now is dull. The clover seed situation is in rather a peculiar shape, as the country that usually buys a great deal of this seed this year has raised quite a quantity of it, altho the quality is very irregular. Also a great deal of territory in Illinois, which previously has not had any seed, apparently this year has a great deal, hence we are not very sure that the present high prices are safe. The trade in alfalfa in this territory has increased wonderfully in the last two or three years, a great many people having had good success in raising it, and the demand this year appears to be even more urgent than it has been before.—W. H. Small & Co.

Seed receipts at Chicago during the week ending Dec. 5 were: Timothy seed, 1,254,010 pounds; clover seed, 207,375 pounds; other grass seeds, 684,600 pounds; flaxseed, 167,792 bus.; compared with 805,760 pounds of timothy seed, 372,-

710 pounds of clover seed, 628,499 pounds of other grass seed and 65,885 bus. of flaxseed during the corresponding week of 1902. Shipments for the week ending Dec. 5 were 293,320 pounds of timothy seed, 115,260 pounds of clover seed, 681,067 pounds of other grass seed and 7,525 bus. of flaxseed; compared with 149,300 pounds of timothy seed, 126,800 pounds of clover seed, 73,432 pounds of other grass seed and 10,642 bus. of flaxseed for the corresponding week of last year.

The government seed distribution this year is several months in advance of that of last year. Congressmen having city constituencies will receive a large supply of flower seeds for window boxes, lots and dooryards and may trade in their vegetable seeds for more flower seeds if they desire. The value of the packages will exhaust the appropriation of \$270,000 voted by the last congress and the packages will number 45,000,000. Every senator, representative and delegate in congress will have 12,500 packages to distribute among his constituents, while the department will itself send out 700,000 packages to correspondents and 800,000 to state grange organizations and several hundred thousand more to weather bureaus and government experimental stations. It is the largest distribution ever made by the government.

During the early part of the season the price of clover seed was \$1 in advance of the corresponding time last year, the weather has been favorable for shipping throughout the fall, money has been tight in the interior, there is little of prime seed and much of the poor grade, and the export demand has been very light. These conditions I believe have resulted in a shipment of the bulk of the crop to market; and if we keep pace with last year's movement from now on we cannot expect to receive more than 117,000 bags for the entire season, as against 121,000 for last year, when the price advanced gradually to \$7.50. I am inclined to believe that Toledo will not receive 45,000 bags during the remainder of the season, as the receipts for the first two days of this week have already shown a decrease of 875 bags as compared with last year for the same time. The future foreign demand which is bound to follow will without a doubt cause the price of seed to easily reach the \$8 mark.—Ernest V. W. Kuehn.—D.

## The Iowa Assn.

This association does not discriminate against non-members or farmers' elevator companies that are organized to do business on business principles and maintain their business by earning profits.—Geo. A. Wells, Secy. Iowa Grain Dealers Assn.

## Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Dec. 10 have been 132,076,000 bus.; compared with 169,592,000 bus. for the corresponding period of the preceding year.

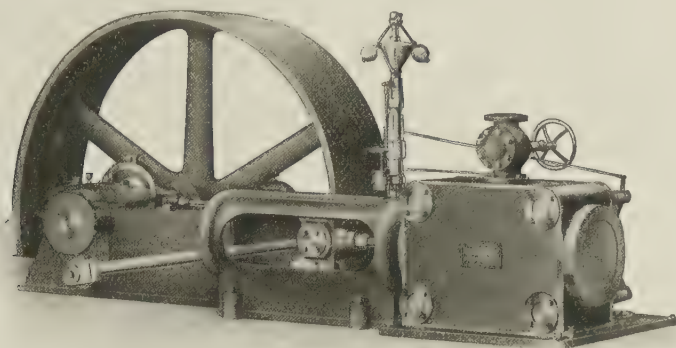
Corn receipts at primary markets for the present crop year prior to Dec. 10 have been 73,515,000 bus., against 49,334,000 bus. for the corresponding period a year ago.

"The Cornstalks" is a new social club in the London grain trade.



## New Standard Reynolds-Corliss Engine.

We illustrate herewith a new Corliss engine which is being brought out by the Allis-Chalmers Company from the designs of Irving H. Reynolds. The field of Corliss engine design has been so fully worked over in the past, and the accepted designs have become so simple, that no strikingly novel designs are to be expected. The present machine, however, represents the experience of twenty-six years in building of Corliss engines, and



The crank is of plain type, polished on the face, and is protected by a planished steel oil guard.

The engines are fitted either with belt flywheels, as shown, or with square rim wheels where used with direct connected electric generators. The crank and cross-head pins and main journals are of a size ordinarily used with heavy duty engines.

In brief, the engine is strong, simple and compact, and while nothing has been added for ornamentation, nothing contributing to economy or durability has been omitted, and the machine should

combines all of the desirable elements of the best designs.

Engines of the type illustrated are being built in seven sizes, ranging from 50 to 500 horse-power, and are designed for steam pressures up to 150 lbs. They are built of somewhat shorter strokes than have heretofore been customary in Corliss engines, with the idea of economizing in space and making the construction more rigid. The speeds are also somewhat higher than usual, ranging from 110 to 150 revolutions per minute, although these speeds are not higher than those at which the Reynolds-Corliss engines of older design are frequently operated.

The frame is cast in one piece with the slide, the construction being of the box type, resting on the foundation for its entire length. The main bearing shells are bored into the frame, thus insuring a solid bearing and also permitting the easy removal of the shells by removing them out around the shaft.

The slide is of the barrel type with bored guides. The crosshead is fitted with babbit faced shoes with wedge adjustment. The piston rod is screwed into the crosshead and held firmly with a steel lock nut. The cylinder is of the round-cornered type, is fitted with double ported steam and exhaust valves, lagged with planished steel. The cylinder is set on a castiron base plate, which extends under the valve gear, serving as a drip pan.

The valve gear is of the usual Reynolds Corliss type, the wrist plate being of skeleton pattern and fitted with a new type of disconnecting device which, while clamping the hook rod firmly, is very easily detached by hand.

The dash pots are of differential plunger type without leathers or packing of any kind.

The regulator is of the high speed weighted type, designed to control the engine within narrow limits of speed variation.

The connecting rod is of steel with solid forged ends, fitted with bronze boxes, babbit lined on the crank pin ends, the boxes being adjustable by means of screw actuated wedges.

find a large sale among power users who appreciate quality.

Corn distilleries at Peoria, Ill., paid \$3,783,921 tax during November.

A wagon with 1½-in. tires requires 40 per cent more power to draw than one with 3-in. tires.

Whether the common stock dividend of the Corn Products Co. is to be reduced will not be known until February.

President Blanchard Randall of the National Board of Trade has appointed John B. Daish commissioner pro tem., with headquarters at Washington, vice Frank Barry, resigned.—T.

Hardy varieties of grains are being developed by the Swedish government in greenhouses equipped with refrigerating apparatus. The growing plants are submitted to the coldest temperature they will stand without being killed. Seed from the plants that withstand the artificial frost will be planted. After five or six years' freezing it is expected the survivors will be able to resist the night frosts in Norrland.

The question of acreage in my opinion is very uncertain, and that the statistical figures upon which we base our estimates are too large and do not make sufficient allowance for waste land, lakes, rivers, highways, railroad (right of way), farm yards, etc. I believe that Iowa imported more corn last year than was shipped out of the state. This is simply my personal conclusion from general observation without definite figures.—Geo. A. Wells, Secy. Iowa Grain Dealers Assn.

Delegates from farmers' assns. in the western states held a meeting at Chicago Dec. 1, but got no nearer to effecting the national assn. that they have in vain attempted to form at their several meetings during the past two years. The farmers' friend, the commission merchant, seized the opportunity to advertise his business in a rambling talk; and Robert Lindblom talked grandly of his plan to control the wheat supply from the field to the consumer's table.

## FIRE INSURANCE

### The Grain Dealers National Mutual Fire Insurance Co.

C. A. McCOTTER, Secretary,  
INDIANAPOLIS, IND.

"Because we insure Grain Dealers' property only is why Grain Dealers prefer our Policies."

## Reliable Insurance . . .

On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

**MILLERS NATIONAL INS. CO.**  
205 La Salle Street, CHICAGO, ILL.

Chartered 1865 Assets, \$3,380,676.56  
Net Cash Surplus, \$466,694.95  
W. L. Barnum, Sec'y.

## MICHIGAN MILLERS

MUTUAL  
FIRE INSURANCE CO.,  
LANSING, MICH.

23 Years  
Successful Business

### 50% DIVIDENDS

|                 |                |
|-----------------|----------------|
| Assets          | \$1,500,000.00 |
| Losses Paid     | 1,000,000.00   |
| Net Cash Assets | 260,000.00     |

INSURES FLOUR MILLS, GRAIN AND ELEVATORS.

## Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

## MILLS AND ELEVATORS ONLY

Purely Mutual.

E. E. PERRY, Secretary.

## MILL OWNERS MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.

Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.

J. G. SHARP, Secretary, Des Moines, Iowa.



## Decision of Arbitration Committee Sustained by the Directors.

At the recent meeting of the Board of Directors of the Grain Dealers National Assn. the decision of the arbitration committee in the case of Chapin & Co., of Philadelphia, vs. W. H. Merritt & Co., Chicago, was sustained without one dissenting vote. The decision of the arbitration committee in this case was as follows:

In this a claim is made by Chapin & Co. for a difference in the price of oats sold them by W. H. Merritt & Co. on account of the quality being inferior to the kind specified in the contract. Chapin & Co. claim to have bought of Merritt & Co., on Feb. 26th, 1902, five cars of White Clipped oats to weigh 36 lbs. free from mixture and that the oats received by them to fill the contract were badly mixed, so much so that they were in part refused by the purchaser from them, and that they had to make an allowance on the price to effect the disposal of them, and they now ask Merritt & Co. to make good to them the discount they were forced to allow, together with such other loss as they incurred in the disposition of the oats because of defects in quality.

Merritt & Co. admit having sold on Feb. 26th, 1902, to Chapin & Co., five cars of 36-lb. Clipped White Oats, Chicago weights and inspection, and on March 20th, 1902, two cars straight 36-lb. Clipped White oats, Chicago weights and inspection.

They claim to have shipped cars 95503, 95332, 96794, 80946 and 95517 to fill the first contract and cars 75017 and 37096 to fill the second contract.

They also claim to have furnished on both contracts Chicago Official Board of Trade weights and Official Board of Trade samplers' certificates of inspection, for each car, showing that they have fulfilled their contracts as made.

Merritt & Co. offer in evidence the confirmation of sale in each contract and rest their case.

Chapin & Co., having admitted that they received from Merritt & Co., on said contracts, the cars of oats which Merritt & Co. claim to have shipped them and that they also received official certificates of the weights and the inspection, no contention being made as to the terms of the contract time of delivery, nor in regard to any feature of the contract, except as to the quality of the oats received thereon, there would be no excuse for the future consideration of this case, if the official certificates are to be accepted as conclusive, and the right does not exist to enquire into the question whether or not such certificates represent the actual condition and quality of the grain covered by them.

In the opinion of this committee such certificates and the circumstances surrounding their issuance may be submitted to examination and if it is found that their issuance was irregular or that the thing certified is not as stated in the certificate, circumstances may be such that the certificates should be revised. The importance of such certificates is too great, the volume of the business of which they are the basis is too large to permit them to pass unchallenged when a palpable error exists, whether such error is the result of mistake or design.

If it appears conclusive that the oats shipped were mixed with other grain or seeds, to such an extent that their value would be impaired, when the contract provided for oats "free from mixture," the purchaser is entitled to relief, but the oats having been officially certified to be free from mixture, the evidence to the contrary should be clear and positive.

The committee concludes that it is within its jurisdiction to inquire into the facts surrounding such certificates, and we therefore decide that oats having been shipped and certificates furnished by Merritt & Co., of the weights and kind of oats so shipped may not necessarily be conclusive that the contract was completed according to its terms.

The claim is made by Chapin & Co. that the oats received by them on the contract were inferior in quality to the kind of oats specified in the contract.

The confirmation of the sale of the five cars of oats is in form and words as follows:

Harry M. Edenborn, Grain and Mill Feed Broker, 486 Bourse.

Philadelphia, Feb. 28th.  
I confirm sale to Chapin & Co., Bourse, for account of W. H. Merritt & Co., five cars 36-lb. Clipped White Oats; price 49½c Philadelphia rate. Free from mixture. Chicago weights and inspection. Shipment directions later.

Line \_\_\_\_\_ To \_\_\_\_\_ Notify \_\_\_\_\_  
Terms: Sight draft, bill of lading attached. Mail samples. Signed,  
HARRY M. EDENBORN.

And of the two cars as follows:  
Harry M. Edenborn, Grain and Mill Feed Broker, 486 Bourse.

Philadelphia, March 20th.  
I confirm sale to Chapin & Co., Bourse, for account W. H. Merritt & Co., two cars straight 36-lb. Clipped White Oats; price 50c Philadelphia rate. Chicago weights and inspection. Shipment transit. Line, Erie Despatch. To Germantown, Pa. Hold at M\*\*\*\*ville, Pa.

Yours truly,  
HARRY M. EDENBORN.

Terms: Sight draft. Bill lading attached.

The contract for the five cars provides that the oats shall be free from mixture, the contract for the two cars provides that the oats shall be straight 36-lb. clipped. The committee interprets both contracts alike and understands that all the oats sold and under consideration were to be free from mixture.

In this case the evidence submitted is sufficient to satisfy the committee that certain cars of the oats shipped on the contract under consideration, were, without doubt, mixed with barley, wheat, some buckwheat and seeds in sufficient quantity to detract from their value, and that they were not such oats as the contract provided to be furnished.

We have before us samples of oats from the cars in dispute, certified to by disinterested parties, and affidavits from others substantiating the conditions of the oats in those cars as shown by the samples. We find the samples submitted for our examination, to be of the character as described in the affidavits made by the parties who examined the oats in the cars on arrival.

The evidence proved beyond doubt that the oats shipped on these contracts and contained in cars numbered 80946, 96794, 95517 and 75017 were mixed with barley, wheat and seeds, and in some instances with buckwheat in such quantities that they could not be possibly regarded as straight oats.

The fact being established that the oats shipped in the said cars on the contract under consideration were not straight oats nor free from mixture, the question then follows, in regard to the certificates issued for these cars by the Chicago Board of Trade Official Grain Sampler. Such a certificate was issued for each of the cars above named, the said certificates being identical excepting only the date, the initials and numbers of the cars, and the further exception that the certificate for car 75017 is worded "straight" clipped white oats free "from" mixture. The said certificates are in form and words as follows:

H. R. Whiteside, Chicago, Board of Trade Official Grain Sampler, 502 Rialto Bldg. Chicago, Ills. .... 190

This is to certify that I have this day examined contents of ..... car No. .... and find that same contains Clipped White Oats, free of mixture, testing 36 pounds per measured bushel.

Signed, H. R. WHITESIDE,  
Official Sampler.

The certificates and the true condition of the oats certified being so much at variance raises the inquiry, how could the discrepancy occur?

We find with the papers in the case a letter purporting to have been written by Mr. H. R. Whiteside, Official Board of Trade Grain Sampler, to Chapin & Co., the complainant in this case. The said letter is not identified as would be required for its admission in court, and it is not practical for this committee to require such identification, of papers in the cases filed, for arbitration. This letter was offered in evidence by Chapin & Co., as having been received by them from Mr. Whiteside; it has every appearance of being genuine and the committee has no doubt of its authenticity, and it is admitted in evidence.

H. R. Whiteside, Official Board of Trade Grain Sampler, 502 Rialto Bldg. Chicago, Apr. 2, 1902.

Cargo lots a specialty. Sacking properly attended to.

Chapin & Co., Philadelphia.  
Gentlemen:—I am in receipt of your letter of March 31 referring to cars 96794, 80946, 95517. We have these cars marked straight No. 36 Clippings. This means oats clipped as they are received; we consider them free and W. H. Merritt & Co. did not mix anything with them. We sample the oats and after making tests send the samples to whom they belong, and they of course send these oats out on sale and sometimes do not ask for certificates for some time afterwards, which is given as in this case after referring to our books on weights and remarks.

This certificate if marked free from seeds was all we could determine, not mistaken facts, and we are sure that if W. H. M. & Co. sent you the oats they were trying to treat their contract fairly and should they be convinced of any error would willingly make it right. We certainly would not misrepresent and will do anything to set any mistake right we can.

I will in the future, I think, not allow so broad a term used. Straight oats should imply enough, for I know there is always a great chance of different opinion on grain and terms used in inspecting and sampling can never imply what a sample of the real grain does. We would not mean absolutely free and as to quality and so on we could not show. Hoping you will not be harmed if you are in the right, I remain very truly yours,  
(Signed)  
H. R. WHITESIDE.

If the letter means what is stated in it, a reason is found therein for concluding how the said certificates and the oats certified could be so much at variance. The letter reads in part: "We had these cars marked straight 36 Clippings. This means oats clipped as they are received; we consider them free, and W. H. Merritt & Co. did not mix anything with them. We sample the oats, and after making tests send the samples to whom they belong, and these, of course, send these oats out on sales and sometimes do not ask for certificates for some time afterwards, which is given as in this case after referring to our books on weights and remarks."

While it is the duty of the official sampler to examine the contents of the car after it is loaded, and the wording of the certificate, "This is to certify that I have this day examined the contents of — No. — and find that same contains —," certified that he has done so, yet that part of the official sampler's letter plainly states that he did not examine the contents of three of the cars involved in this case, after they were loaded.

If the contents of those cars were not examined by the official sampler after being loaded, he could not know what the cars contained with sufficient certainty to make an official certificate of the kind of grain contained therein, that must be accepted by the purchaser without question.

The admission made by the official sampler in his letter to Chapin & Co. is sufficient to invalidate the certificates he issued on the cars that he referred to by number. His statement that the seller did not mix anything "with them" is not sufficient to establish the certificates as being reliable.

How the oats shipped came to be mixed with other grains and seeds is not necessary for this committee to inquire into in the consideration of this case.

In our opinion it is clearly proven, that the oats sold were to be 36 lbs. clipped white oats, free from mixture, that the oats shipped on the contracts in cars 80946, 96794, 95517 and 75017 were mixed with barley, wheat, buckwheat and seeds, in such proportion as to subject them to discount, or refusal by the purchaser, that the official sampler's certificates on these cars were irregularly issued and did not correctly represent the oats certified.

We therefore decide that the irregularity of the said official certificates, invalidates them, that the said certificates should be set aside, and the quality of the oats contained in the said four cars determined to be such as the samples thereof and the evidence, other than the official certificates, indicate them to be.

The conclusion of this committee is that Chapin & Co. are entitled to recover from W. H. Merritt & Co. the amount of



loss on the said four cars of oats caused by reason of the oats being inferior in quality to the kind of oats specified in the contract. We find such loss incurred by Chapin & Co. to be:

|                                |               |
|--------------------------------|---------------|
| On Car No. 80946, 3½c per bu.  |               |
| on 1,400 bu.....               | \$49.00       |
| Freight on re-consignment..... | 24.00         |
| Demurrage.....                 | 13.00—\$86.00 |

|                               |       |
|-------------------------------|-------|
| On car No. 96974, 1¼c per bu. |       |
| on 1,250 bu.....              | 15.63 |
| On car No. 95517, 3¼c per bu. |       |
| on 1,250 bu.....              | 40.63 |
| On car No. 75017, 1c per bu.  |       |
| on 1,375 bu.....              | 13.75 |

Total amount .....\$156.01  
Chapin & Co. are hereby awarded the sum of \$156.01, which amount W. H. Merritt & Co. are required to pay, together with costs of arbitration.

ISRAEL P. RUMSEY,  
WARREN T. MCCRAY,  
JAY A. KING,  
Arbitration Committee G. D. N. A.

## The Rice Crop.

F. M. Smith, representing the Huntley Mfg. Co., Silver Creek, N. Y., who has recently returned from a five-weeks' trip thru the rice sections of the Gulf states, reports the rice crop of southwest Louisiana and Texas is now harvested and in sacks. The outlook is for a 2,000,000 bag crop in Texas, and an equal amount for southwest Louisiana. The mills of that territory have been very busy for the last 60 days, running to the full capacity, and have accumulated large stocks of cleaned rice, yet sales for the past week or more have been more free.

Millers, representing fifty mills in that territory, were in convention at New Orleans on the 20th of November and a committee of millers remained over and met on the 21st. They, as a body, signed a report as to the probable amount of the crop in the two states, making it somewhat less than had been previously reported. The markets took on a stronger tone at once, and sales were made of considerable quantities of rice at that time. The crop being all in sight in the hands of the millers and warehouses, it is reasonable to suppose that a fair estimate has been arrived at, as to the gross yield for the entire crop.

What millers are now most anxious about is to sell and realize money, as most of this rice is owned primarily by the farmer, and they are anxious to get their money out of the crop. This has a depressing effect upon the market. The quality of this entire crop being above the average for the past few years, the yield per acre being also above the average yield, the entire rice belt appears to be in a healthy and prosperous condition.

The outlook for future mill building in Texas is for the erection of several new mills the coming year. Texas having only 14 mills, as against 40 in Louisiana, and an equal amount of rice being produced, apparently they are short of milling capacity in that state.

H. Lohrbauer, who has estates in Norway and raises hogs for the market, is about to try the experiment of shipping American corn to that country to be used as feed.—T.

New members of the Grain Dealers National Assn. are: Dayton Pease Grain Co., St. Louis, Mo.; the S. R. Washer Grain Co., Atchison, Kan.; Anchor Grain Co., Minneapolis, Minn.; Berger-Crittenden Co., Chas. A. Krause Grain Co., the Hadden Rodee Co., Mohr-Holstein Com. Co., Rialto Elevator Co., John Foley, Jr., and Robert Krull Com. Co., all of Milwaukee, Wis.

## Why Telegraph Messages Are Delayed.

A signal service to the trade at large might be performed by the grain dealers' associations if the telegraph companies could be induced to make a more even distribution of commercial messages, and thus avoid the costly delays which frequently result from the overcrowding of a few offices in each section of the country.

A specific instance which illustrates our meaning was recently cited by a grain dealer at one of the large markets of the country, who said:

"Grain buyers on one of the principal railroad divisions from which our business comes are complaining of the long-continued delays in getting messages to and from this market, which the telegraph company routes via —, and I don't blame them for kicking. That office is out of the direct line, and is always loaded down with business, so that it often takes a whole day to wire in both directions, even though a reply is immediately dispatched. Operators along the line claim that they try to transmit messages promptly, and state that the fault lies with the — office. It is alleged, also, that calls for that office sometimes go unanswered for hours at a time. Of course, the officers of the telegraph company promise to have this remedied, and an investigation is now being conducted, but it is largely the system that is to blame.

"Some time ago I had occasion to send daily messages to a point in a direct line with this city, and many of these proved to be valueless for the reason that they did not get through within a reasonable time. On taking the matter up with the local office I found that these telegrams were being sent 300 miles north, from there southwest to the office above referred to, and thence to destination. I asked why they were not wired directly there via —, and was told that the railroad company had the exclusive right to that line, except for local business. As a special favor I was allowed to have my telegrams take that routing, it being found impossible to guarantee prompt delivery otherwise. After that I got one of my friends in the telegraph service to explain some of the current routings, and it would surprise any one not acquainted with the actual conditions to learn what a twisting and turning and back-switching is done to get messages from one point to another between which there is a direct line. Now this is not right. Of course, it is important to the carriers and shippers alike, that railroad business should be sent over the wires promptly; but if this is of sufficient volume to shut out commercial messages over any direct line, the telegraph company should string additional wires. They are being paid high prices for the service, and can afford to maintain suitable equipment."

At Christmas time in Norway it is customary to hang small sheaves of wheat and corn on long poles for the birds to feed from.

In the systematic tests of wheat received at terminal points from interior warehouses made this fall by the Washington state inspector with a view to establishing the practice of dockage for dirt it has been discovered that the percentage of extraneous matter is alarmingly high. Some cars contain 16,000 pounds of waste.

## The New Era Elevator

For Quick Passenger Service in High Buildings.



The greatest convenience ever introduced into Grain Elevators. All new, modern, and up-to-date Mills and Grain Elevators are installing our passenger elevators. Nothing to get out of order.

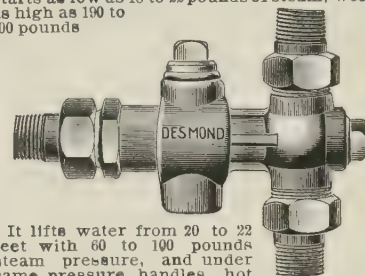
Saves time and money. Takes half the room and COSTS NO MORE THAN A STAIRWAY.

For full information address the

**Sidney Elevator Mfg. Co.**  
(Sole Manufacturers)  
SIDNEY, O.

## Feed Your Boiler with a Desmond Injector

**Simplest, Most Satisfactory, Least Expensive.**  
It is easily taken apart and put together; all you need is a screw driver to take out the jets. Starts as low as 15 to 22 pounds of steam; works as high as 190 to 200 pounds.



It lifts water from 20 to 22 feet with 60 to 100 pounds steam pressure, and under same pressure handles hot water of 120 to 125 degrees.

The Desmond will grade lower than any other injector made. SOLD UNDER AN ABSOLUTE GUARANTEE. WRITE FOR CATALOGUE.

**Desmond-Stephan Mfg. Co. URBANA, OHIO.**

### THE MILL THAT MAKES FEED GRINDING PAY

**BEFORE**

You purchase a Mill for grinding feed or meal, write us for catalog. Our mills are guaranteed and shipped on trial. We make corn sheller and crushers, too.

**SPROUT, WALDRON & CO.**  
PO BOX. 260, MUNCY, PA.



## Patents Granted

Dust collector. No. 12,174. Emil R. Draver, Richmond, Ind.

Explosive engine. No. 745,055. Ralph Harris, Kansas City, Mo.

Gas or oil engine. No. 745,215. Alfred G. Melhuish, Edmonton, Eng.

Explosive engine. No. 744,881. Heinrich Sohnlein, Wiesbaden, Germany.

Internal combustion engine. No. 745,098. Gustaf Erikson, Sodertelge, Sweden.

Carbureter for gasoline engines. No. 745,063. Peter Jenness, Philadelphia, Pa.

Starting mechanism for explosive engines. No. 744,857. Clarence N. Cook, Mungen, O.

Spark plug for explosion motors. No. 745,102. Johann Geisslinger, Nuremberg, Germany.

Means for supplying water to the pistons of gas engines. No. 745,669. Hans Richter, Nuremberg, Germany.

Gas engine. No. 745,266. Chas. W. Tremain, Chicago, assignor of  $\frac{1}{2}$  to Frank E. Tremain, Chicago, Ill.

Apparatus for supplying explosive engine with explosive mixture. No. 745,578. Chas. G. Dean, Indianapolis, Ind.

Explosive engine. No. 745,422. Chas. R. Daellenbach, Parkgate, Pa., assignor to H. C. Fricke and others, Pittsburg, Pa.

Cooling device for explosive engines. No. 745,701. Ralph B. Weaver, Milton, Mass., assignor to Samuel Cabot, Boston, Mass.

Kerosene oil engine. No. 744,822. Wm. W. Took, Richmond Hill, A. A. Low, Horseshoe, and Aug. Wassmann, Astoria, N. Y., assignors to Low.

Dumping conveyor. No. 745,183 (see cut.). Francis Head, Philadelphia, Pa. The bucket is elevated in a fixed path by means of guides curved at top to discharge.

Gas engine. No. 745,703. (See cut.) Geo. Westinghouse, Pittsburg, Pa. The explosion cylinder is filled with gas by one pump and emptied of the products of combustion by another pump.

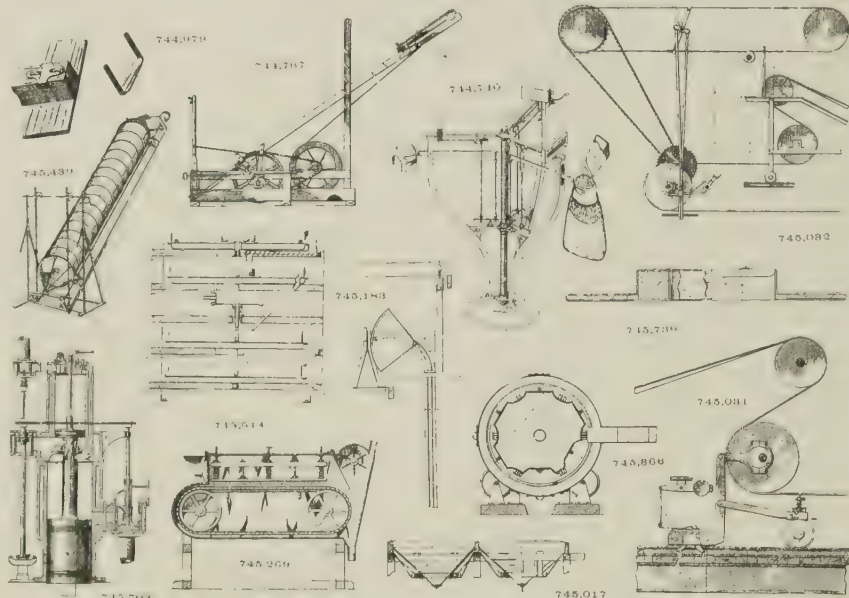
Elevator and dump. No. 744,767. (See cut.) John W. King, Waitsburg, Wash. A wheeled carrier supports an inclined track, up which the platform is drawn by a rope passing over a pulley to the drum. On reaching the top the platform is tilted, dumping the grain sack.

Malting and drying apparatus. No. 745,366. (See cut.) Frederick H. C. Mey, Buffalo, N. Y. The heads of the drum are connected by a plurality of fixed wall sections, which latter are united by movable wall sections. The drum rotates while a drying medium circulates thru it.

Conveyor belt fastener. No. 744,979. (See cut.) Andrew Rasmussen, Racine, assignor of one-half to H. F. Herrick, Racine, Wis. The device is designed for fastening a slat to a conveyor belt, and comprises a staple extending thru the slat and belt, having a wide connecting part, which engages the belt and a plate adapted to fit upon the outer face of the slat, over which the free ends of the staple are folded.

Grain or water elevator. No. 745,439. (See cut.) Bruce Holcomb and Samuel Austin, Garden City, Kan. Joined to the wall of a casing is a spiral having its upper surface at an acute angle to the wall of the casing. The casing is rotated in a frame, the lower end of which is raised and lowered by rack and pinion.

Conveyor. No. 745,739. (See cut.) Chas. Rasmussen, Racine, Wis. The belt and slat of an endless conveyor are fastened by a clip made of a single piece of metal shaped to form a belt loop and to have one of its ends offset from the loop, but parallel to the other. A tongue struck up from one of the clip ends engages an opening in the other clip end.





## Plan of 25,000-Bu. Elevator.

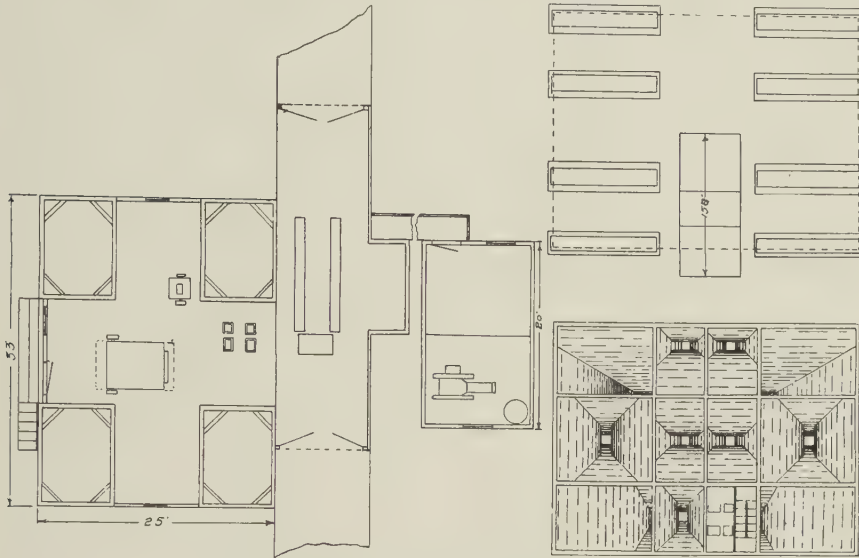
How important economies can be effected in the design of an elevator by a compact arrangement without sacrificing any of the desired facilities is shown in the accompanying engravings representing the end and side sections, floor and bin plans of the 25,000-bu. elevator completed last month at White Bear, Minn., for the White Bear Elevator Co., by Honstain, Bird & Co., of Minneapolis, Minn.

White Bear is a town as old as Minne-

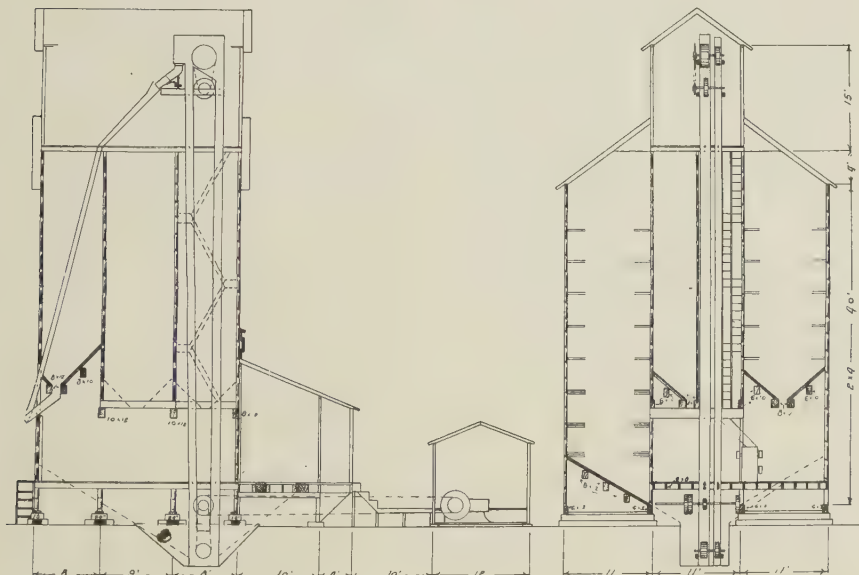
corner, the other two at one side, all spouting to elevator boot. The walls are of studding.

The dump and part of driveway are inclosed. The office and engine room, 12x20 ft., is distant 10 ft. Power is supplied by a 20-h. p. gasoline engine.

The elevator is a double stand, 2 belts being driven by pulleys keyed on the same shaft, one stand having large cups. Cars can be loaded from either of the 2 shipping bins direct or thru the long spout from head of elevator. The ma-



Floor, Foundation and Bin Plan of 25,000-Bu. Elevator.



Cross and Longitudinal Section of 25,000-Bu. Elevator.

apolis, but this is its first elevator. In superiority of design this house is away ahead of the "first" elevators erected in the older Minnesota towns.

The house is 33x25 and about 65 ft. high. It contains 10 bins, the four at the corners extending down thru the ground floor. This construction does away with posts on that floor and adds to the stability of the house while leaving sufficient clear space for the working floor. Two of the corner bins are hoppers to the

chinery includes a 2-pair high Strong & Northway Feed Mill, No. 4 Invincible Elevator Separator, and lump scales.

Corn is so scarce in Yucatan that the governor has petitioned the Congress to admit the grain free for one year.

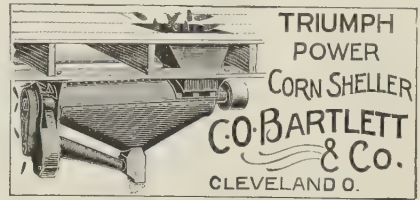
The Corn Products Co., it is stated, is not affected by the decline in the selling price of starch and glucose and the increasing competition.

## Champion Shellers

shell corn economically because they require less power and do not break the kernels. They are rightly named "Champion."

Can't you send for booklet?

R. H. McGRATH, Lafayette, Ind.



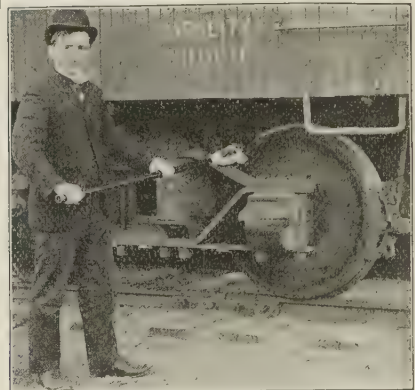
## BELTING

FOR  
CONVEYORS  
AND  
ELEVATORS  
ALSO  
Fire Hose,  
Packing, etc.

We furnished the belting for the Pioneer Steel Elevator. Let us figure with you.

GUTTA PERCHA & RUBBER MFG. CO.,  
96-98 LAKE ST., CHICAGO.  
BROWN & MILLER, Managers.

## "The Special Car Mover" IS PUTTING IT MILD "The Special Train Mover" IT SHOULD BE STYLED



### SHIPPED ON TRIAL

Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F. O. B. Odebolt, Iowa. Shipped C. O. D., subject to 10 days' trial and acceptance.

### THE CONVEYOR CAR LOADER

Leads in its line. Carries grain from chutes that are low down and any distance from track. The new plan rope-drive connections furnished solves problem of loading from any number of chutes. Shipped on trial.

### THE INCLINE ELEVATOR AND DUMP

and Storage System is the best and cheapest ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc., without shoveling. Attracts the most profitable part of the business. Write for full particulars.

IOWA GRAIN & MFG. CO., Odebolt, Ia.



## Suits— Decisions

The contract for 9,000,000 pounds of hay to be furnished the United States government by the St. Louis Hay & Grain Co., and part of which was not accepted in the time specified, was construed by the Supreme court Nov. 16 in favor of the government.

Where no bills of lading are issued, the carrier is justified in delivering the goods to the consignee without the production of receipts or other evidences of ownership issued to the consignor.—*Schlichting v. Chicago, R. I. & P. Ry. Co.* Supreme Court of Iowa. 96 N. W. 958.

A telegraph company, failing to transmit a message in cipher, wholly unintelligible to its agent, and who was not informed of its nature, the company having no notice of its importance, is not liable for damages resulting therefrom, except the fee paid for transmission.—*Mellor & Barnes v. Western Union Tel. Co.* Court of Civil Appeal of Texas. 76 S. W. 449.

One is not permitted to ratify an unauthorized act in so far as it operates to one's advantage, and repudiate it in so far as it imposes burdens. If one avail one's self of the fruits of an act, one thereby charges one's self with the burden of all the instrumentalities employed by the agent to effect his purpose. *Osborn Co. v. Jordan*, 72 N. W. 479, 52 Neb. 465.

In the suit of Edna I. Fowler against Harriet Fowler and others involving the Hayford Elevator at Chicago, Ill., the Illinois Supreme Court on Oct. 26 reversed the judgment of the circuit court, which had dismissed Miss Fowler's petition to compel Chas. H. Fowler, her father, to transfer the elevator property to her as he had agreed to do, subject to Mr. Sidwell's lien.—68 N. E. 414.

The proprietor of an elevator built upon the right of way of a railroad company by permission of the company is a licensee upon the premises, and must operate his elevator, loading cars therefrom, subject to the right of the company to handle its trains and use the track for switching purposes in the ordinary and usual way of doing such work.—*Giffen v. Chicago, B. & Q. R. Co.* Supreme Court of Nebraska. 96 N. W. 1014.

Where plaintiff agreed to furnish certain machinery within a fixed time, but failed to do so, and defendant accepted the same when subsequently tendered, and defendant, after plaintiff's refusal to allow any damages for the delay, paid the price, with knowledge that a third person might demand damages for the delay caused by the failure to receive the machinery in time, defendant could not, in action by plaintiff for the price of machinery subsequently sold, set up, by way of a counter-claim, the damages sustained by such delay.—*Medart Patent Pulley Co. v. Dubuque Turbine & Roller Mill Co.* Supreme Court of Iowa. 96 N. W. 770.

A carrier is generally held liable for the delivery of goods to a person not authorized to receive them, and its good faith in making such delivery is no defense. The question is not of care, for in such cases the carrier acts at its peril. And so it has been held that it is no excuse for the carrier to show that the de-

livery was secured by the third person through mistake or fraud, or that the person to whom delivery was made impersonated the consignee, or held an order from the consignee which was a forgery.—*Hall v. Boston, etc., R. Corp.*, 14 Allen, 439, 92 Am. Dec. 783; *Gibbons v. Farwell* (Mich.) 29 N. W. 855, 6 Am. St. Rep. 301; *Foy v. R. R. Co.* (Minn.) 65 N. W. 627; *American Co. v. Milk*, 73 Ill. 224.

Delivery by the carrier to one holding a duplicate bill of lading would not release it from liability if the original bill had been transferred, and was held by one who had advanced money thereon. Of course, the carrier may always deliver the goods to the person entitled thereto without the production of the bill of lading. But it takes its chances on so doing, and, when informed that a bill of lading is out, which reserves to the consignor control of the goods, it may insist upon the production of the instrument for its own protection. We have seen that the question in such cases is not good faith or due care on the part of the carrier. Ordinarily it is bound to make delivery to the right person, and if it fails to do so it is liable for conversion.—*Pacific Co. v. Shearer*, 160 Ill. 215, 43 N. E. 816, 37 L. R. A. 177, 52 Am. St. Rep. 324.

A shipper of goods telegraphed to the connecting carrier that he held the bills of lading and that no delivery should be made until bills of lading were surrendered. The carrier thereupon refused to deliver the goods. Subsequently the shipper wrote a letter, addressed to the connecting carrier, recalling the order in the telegram, and directing a delivery without the bills of lading. The consignee presented the letter to the carrier at its office at the place of destination, but the carrier refused to deliver because the bills of lading were not produced, but delivered them on production of the freight receipts. Held that the carrier was justified in refusing to deliver, and therefore not liable to the shipper for the damage to the goods caused by the delay in the delivery.—*Schlichting v. Chicago, R. I. & P. Ry. Co.* Supreme Court of Iowa. 96 N. W. 958.

In the personal injury action brought by the widow of Nels Braaflat against the Minneapolis & Northern Elevator Co. the Supreme Court of Minnesota has recently affirmed the judgment of the lower court against the widow's claims. In the elevator of which Braaflat had charge the shaft of the boot pulley projected 16 inches beyond its bearings. On the end of the shaft, close to the bearing, was a collar fastened with a set screw, to keep the shaft in place. The boot would clog so that it was necessary several times a day to get down in the pit into a space 24 inches square, on either side of the boot, and reach around the shaft to clear away the accumulated grain. Without stopping the engine and while the shaft was running 50 revolutions per minute, Braaflat got into the pit. As he stooped to clear away the grain his clothing caught and he was whirled violently around the shaft, and so badly injured that he died in a few hours. The Supreme Court said: "When the deceased, a man of skill, experience, and intelligence, went into the pit without stopping the machinery, and in absolute disregard of his personal safety, he was guilty of contributory negligence of the rankest kind, which forbids a recovery by the plaintiff."—96 N. W. 920.

A large quantity of corn loaded into a steamer of the Gilchrist Transportation Co. at Manitowoc, Wis., for shipment to

Buffalo, N. Y., was damaged by water. The shippers, the Northern Grain Co., alleged the damage arose from negligence, and brot suit for \$7,791. As defendant did not appear in court, the Northern Grain Co. got judgment by default. The Gilchrist Transportation Co. brot suit in assumpsit to have the judgment set aside on the ground that Dennis Sullivan, on whom service of process was had, was not its agent. The court said: "The general manager of the plaintiff negotiated with the president and general manager of the defendant concerning the shipment of the corn, and was referred by such president and general manager to Sullivan, at Chicago, as the agent of the defendant, with whom to confer upon any matters relating to the cargoes. Sullivan signed the bill of lading of the cargo of corn. While Sullivan was not a general agent, it was well established that he was a regular agent of the defendant, acting for it in the city of Chicago. Service upon him was service upon the defendant, and no excuse is shown for its failure to appear and defend the action.—*Gilchrist Transportation Co. v. Northern Grain Co.* Supreme Court of Illinois. 68 N. E. 558.

I. L. Corse & Co., brokers, Minneapolis, Minn., have brot suit against the Minnesota Grain Co. to recover \$10,000 for the alleged misrepresentation of the value of an account. The Minnesota Grain Co. has been doing business for some time with E. C. Hogan, agent for his wife, Anna G. Hogan, of New Paynesville. In the course of business the Hogans became indebted to the Minnesota Grain Co. about \$10,000, and the company held securities to cover the debt. It is claimed that the discovery was made that the securities were not of great value and investigation proved them worth no more than \$4,000. Thereupon the grain firm ceased dealing with the Hogans. It is claimed that a scheme was formed whereby Hogan represented to the plaintiff that he wanted to transfer his business from the Minnesota Grain Co. because it had become a competitor of his, and upon investigation the defendant company claimed Hogan's business was very valuable and they hated to lose it. They claimed that the securities were worth from \$18,000 to \$20,000. Upon these representations Corse & Co. took over the business, only to find later that it had paid the debts of Hogan and held securities of little value therefor. Corse & Co. wish to return the security and get their money back.

The plaintiff, an employee of an elevator, was filling a car with grain when interrupted by the switching operations of a freight train that arrived at the station during his work. The partly filled car was moved easterly along the track, and finally returned to the elevator, and left with two other cars attached, and to the west of the partly filled car. The brakeman in charge asked the plaintiff if the car was placed in the right position to be filled, and plaintiff replied that it was not, but was as nearly right as they could place it and he would "pinch" it into position with a crowbar. The plaintiff then uncoupled the partly filled car from the one standing west of it, climbed to the top of the car, and loosened the brake. While on the car he looked for the engine and saw it, with some cars attached, going west on the switch track; the engine then being about to enter upon the main track. Supposing that the crew had finished the work of switching, plaintiff descended from the car, took a crowbar,



and went below the partly filled car and the car standing to the west of it, and commenced the work of pinching said car into position to be filled from the elevator spout. While so engaged, another car was shunted or kicked upon the side track with such force as to drive the two cars standing on the track west of the car at which plaintiff was working up against the plaintiff, and driving the crowbar which he was using through his thigh. Held that the question of negligence on the part of the company was a question for the jury.—Geo. B. Giffen of Grafton, Neb., v. Chicago, B. & Q. R. Co. Supreme Court of Nebraska. 96 N. W. 1014.

## Grain Carriers

A barge line between St. Louis and Kansas City is talked of.

Buffalo had 4,000,000 bus. grain afloat in the harbor at the close of navigation.

Hull insurance on the Great Lakes expired Dec. 5, and grain insurance was advanced Dec. 1 60 per cent.

Damage to the grain steamer Parnell, which ran ashore on Manitou island recently, was only nominal.

Surveys for the terminals to be used exclusively by the Rock Island road were made recently at Omaha.—T.

Striking an obstruction in the Buffalo River Dec. 2, the steamer George L. Craig sank with a cargo of grain.

Tracklaying has been commenced on the 42 miles of the St. Louis, El Reno & Western between El Reno and Guthrie, Okla.

The new Pere Marquette car ferry No. 19, an enormous structure, has been put into service at Milwaukee. No. 20 will soon follow.—T.

The Burlington is said to be negotiating with the Santa Fe for trackage rights from Superior, Neb., in order to move grain to the Gulf.

The Illinois Southern Ry. will construct the line projected by the So. Mo. Ry. Co. from Little Rock Landing, Mo., to Bismarck, with branches.—T.

Flour rates to Galveston and New Orleans for export are said to be 5 cents lower than on wheat, giving millers an unfair advantage over grain dealers.

A rich territory will be opened by the building of the California & Oregon Coast R. R., for 91 miles, from Grants Pass, Ore., to Crescent City, Cal.—T.

The complaint of the Cannon Falls Farmers Elevator Co., Cannon Falls, Minn., will be heard Dec. 5 at St. Paul, by the Interstate Commerce Commission.

The Clover Leaf claims its low rate on grain from St. Louis for export is not a cut; but is simply a reduction to the rates of the Pennsylvania to enable it to compete.

With the end of the season the government has begun work on widening the ship canal above the locks at the Sault. The work will take 2 years to complete. Wetzell lock was closed Nov. 27; and navigation is expected to close Dec. 15.

Contracts for grading and track laying on the Stockton Southwestern are being let. The first section from Eldorado

Springs to Stockton, Mo., 20 miles, will be completed this winter, after which the road will be extended 125 miles farther into Arkansas.

Omaha rates to the Gulf have been cut by the Missouri Pacific, effective Dec. 1. The new proportional rate is 9 cents to St. Louis, 14 cents to Memphis, and 19 cents to New Orleans and Galveston, for export. The rate on corn is 1 cent less.

The steamer Gladstone, with 130,000 bus. corn and barley, which collided Nov. 20 with the steamer Sacramento, was towed to Detroit Nov. 27, after the 7,000 bus. of dry grain had been transferred to the schooner Hammond. To get the boat off the bottom at Bar Point 50,000 bus. was thrown into the river.

The advance in grain rates of 2 cents from Chicago east went into effect Dec. 1, but the attempt of the roads to tax the shippers as usual after the close of navigation, will this winter be barren of results, for the Gulf lines have cut rates and will get the grain and flour traffic from trans-Missouri points.

Construction of a line from Platte, S. D., via Miller to Orient, 110 miles, is being considered by the C., M. & St. P. road. Applications for sites will be filed early, and those who would like to put up elevators along the new line can ascertain who will be in charge of the matter by writing to L. B. Beardsley, Supt., Sioux City, Ia.

Trunk line representatives claim shippers at south Missouri River points are getting a rate to Liverpool of 27 cents via the Gulf against 34¼ cents via Baltimore. Of 19,000 cars exported 71½ per cent went by way of the Gulf. In some instances the actual difference is 8¼ cents. The trunk lines declare they should not be compelled to compete at a greater differential than 1½ cents.

The steamer Erin, grain laden, lost its tow, the schooner Danforth, with flaxseed, in a fierce storm on Lake Superior, recently, and for 3 days drifted in a sinking condition with its machinery broken down, before discovered by a tug sent in search. The Erin years ago took out the first cargo of grain from the Canadian head of the lakes. It was loaded from a granary at Port Arthur with wheelbarrows.

The wreck of the big steamer J. T. Hutchinson, with 187,000 bus. of flaxseed was a heavy blow to the underwriters. The boat was new and said to be worth \$300,000; while the seed was insured for \$1.02 per bu. In a blinding snowstorm on the night of Nov. 29 the steel steamer ran on the rocks of Keweenaw Point, Lake Superior, exposed on three sides to a heavy sea. The cargo was consigned to the National Lead Co. by the Cargill Commission Co., of Duluth.

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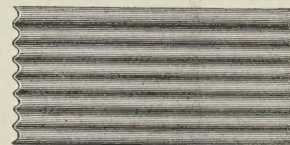
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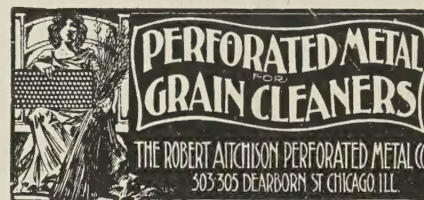
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Navigation on the Red River of the North has just closed its most successful season. Grain traffic this season has aggregated 800,000 bus., or double as much as ever was handled before, by the East Grand Forks Transportation Co., which contemplates increasing the number of boats and running clear thru to Winnipeg, Canada. The company operates 11 warehouses and elevators strung along the river a distance of 185 miles from Belmont to Canning. Much of the grain is shipped to Grand Forks, N. D., and railed to Minneapolis. During the winter at least 500,000 bus. will be accumulated for shipment at the opening of navigation.

If more grain dealers would follow the example set by George D. Henry, grain dealer at Fairfield, Ia., extortion by railroads would soon be a thing of the past. Mr. Henry is suing the Rock Island road almost daily in a justice court. He asks a refund of unlawful demurrage; damages on account of delay; and a recovery of overcharges on account of the rate for the intermediate short haul being in excess on the local compared with the combined proportional rates. The road has been trying dilatory tactics in the courts; and when these fail permits Mr. Henry to get judgment by default. The road has appealed some of the cases.

Formerly grain was shipped to a few great markets to be sampled, inspected, graded, priced, mixed, stored, and distributed. Now a score of markets offer all these facilities to shippers. Instead of invariably consigning their grain to the same market shippers in large areas of territory have 2 or more markets from which to choose. The effect has been to prevent the accumulation of unwieldy stocks at central markets as was common formerly, and to encourage storage nearer the point of production, at the country elevator or on the farm. As Frank H. Peavey once said, "The place to carry grain is at the market town nearest the place of production, because at that point it contains the smallest amount of transportation charges, and is in a position to be sent to the best markets as they develop, which no one can foresee, at the least cost of transportation." The control of the trade is being wrested from the proprietor of the large terminal storage elevator by the country elevator man.

Fine samples of wheat, oats and barley grown near the mouth of the Selkirk River, Alaska, have been brot to Ottawa, Ont., by F. C. Holden, on his return from a 6-years' stay in the shadow of the north pole.

European buyers find our American inspection plan admirable in theory but unsatisfactory in practice, for the reason that no guaranty whatever accompanies the certificate. No United States official is authorized to fix crop standards, and inspectors have varying ideas respecting an undetermined standard by which they undertake to grade grain coming before them.—Robert P. Skinner, Consul, Marseilles, France.

There are plenty of men in the trade with a few years' experience who will be ready to swear they know the difference between spring and winter wheat. I have been making inspection a study for a lifetime. I tell you there are varieties of hard winter and hard spring grain—both raised in Nebraska and Iowa—which no man living can tell apart.—William Smillie, supervising grain inspector, Chicago, Ill.

## Screenings

Frank Barry has been engaged by the executive committee of the Interstate Commerce Law Convention, which now represents 145 of the principal commercial organizations of the U. S., to direct the work at Washington. Delegations will be sent to assist him during the regular session, at which the new bill is to be introduced.—T.

Philippine imports of breadstuffs during the 12 months prior to July 1 were: Wheat, 79 bus.; corn, 78 bus.; oats, 17,440 bus.; barley, 174 bus.; wheat flour, 188,263 barrels; compared with 150 bus. of wheat, 298 bus. of corn, 9,722 bus. of oats, 40,435 bus. of barley, and 175,511 barrels of wheat flour during the corresponding months of 1901-2, as reported by the War Department.

At the annual meeting of the American Maltng Co., at Jersey City, Nov. 12, a spirited fight resulted in the election of the old directors, with one exception. A representative of the stockholders said: Five sets of lawyers have been employed by this company to oppose the two suits on the charge of illegal profits made by the directors. The present management has fought us three and a half years, and will do so to the end. We fight on the issue that the present management is incompetent. The president of the company was president of a branch concern the second year. If he knows there has been payment of dividends out of principal, some one is amenable to criminal laws. Almost every director of the company is a manager of a branch establishment. The company had not been making more than 3½ per cent when the directors declared a dividend of from 7 to 8½ per cent.

Puts and calls are a gambling proposition per se and have no legitimate place in the market. When it comes right down to a plain statement put and call trading and bookmaking are about on a par. When a man buys a call for \$5 he is simply making a bet that the market will go higher after the same manner that he would place money in a book at certain odds on a horse of his choice. This talk that privilege trading offers a protection or an insurance is all rot. Does a clothing or lumber merchant have to have 'protection' every time he makes a sale or purchase? No, he takes those risks which men in every line of business are called upon to shoulder. What chance would there be for business to expand if men did not take risks, but sought protection at every turn? For fifteen years I have been opposed to puts and calls on the ground that they are gambling pure and simple and I have not altered my opinion in the least.—John Hill, Jr.

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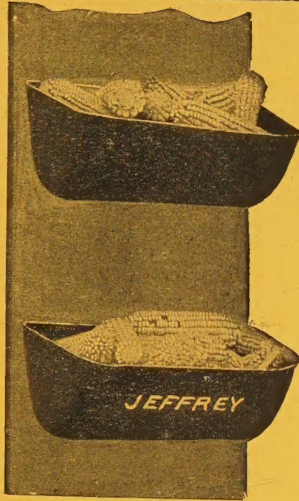
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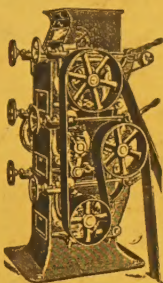
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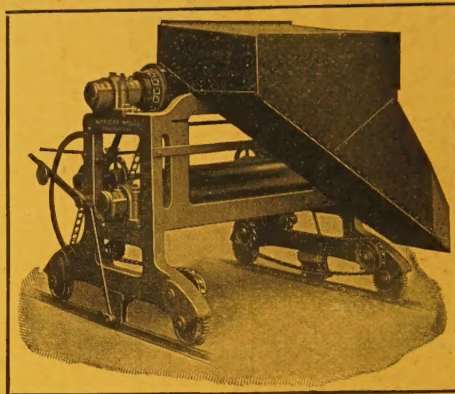
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